

CYCLE NEWS[®]

WEST

Volume XIV : Number 36 : September

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glory** Page 8

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ON THE FRONT PAGE: Sue Fish, who successfully defended her Women's National Championship title, moves a mountainous berm on a *Cycle News* test bike. Photo by Dave Hawkins.

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THE LATEST POOP BY PAPA WEALEY

California's Desert Advisory Committee to the BLM will meet Sept. 20 to revise the desert plan. They say they welcome public participation. The meeting will be at 2 p.m. in the Conference Room, 1695 Spruce St., Riverside, CA 92507. If you can't attend, write your views to them.

On Sept. 12 the Calif. Desert Conservation Area Advisory Committee meets at 10 a.m. in the Garden Room of the Host hotel at the Sacramento Airport. They'll review the "irreversibility" of Yuha, Red Mountain, and El Paso plans, as well as the Cadiz and East Mesa ORV environmental study, and the East Mojave MFP, whatever that means. Sounds serious.

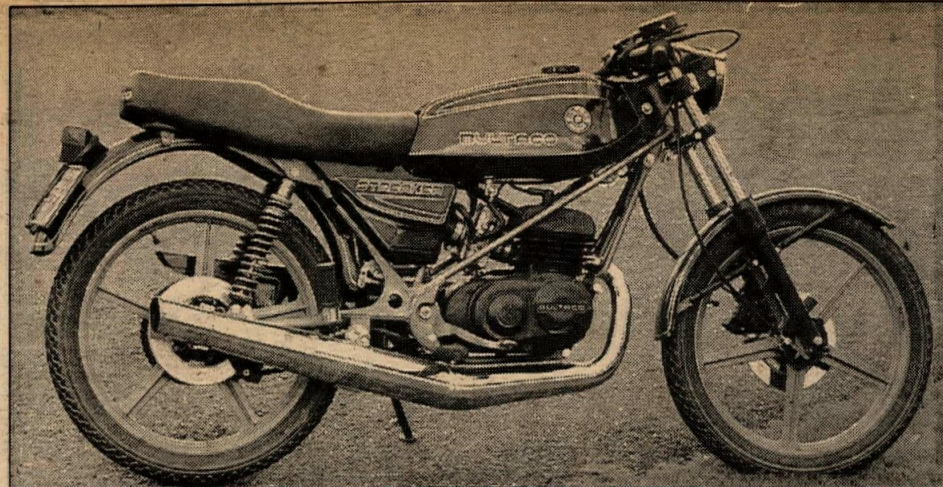
An agency head "can close off portions of the lands his agency manages [to ORV use] and we interpret that to mean limited areas," swears Secretary of Interior Cecil Andrus, clarifying Pres. Carter's recent Executive Order. We can only guess at what that means.

Mark Sun (Chuck's 16-year-old brother), first time on an open class bike, put a new 390 Husky Autocrosser into second overall at the Washougal MX on August 21. Then August 28 brother Ron (18 yrs.) won the Open Pro at Fox Hollow, Oregon. Chuck's entered in the Northwest Challenge of MX September 4-10. Some Suns never set.

Self-contained trailers, campers, and motorhomes can park overnight at four California beaches from Sept. 1 through Dec. 31, but the permit costs \$25 and is not good for day use (that costs extra). For more info, call Gene Cone (916) 445-3999. And we thought Green Sticks were expensive!

James "Boots" Curtis, longtime motorcycle racer and sales rep, died of a heart attack August 26 and was buried Tuesday. Boots, 67, was Western sales manager for Italjet.

How can AMA expect to qualify speedway racers for world championships on speedway tracks only one-fifteenth of a mile around? Bruce Penhall and Mike Bast deserve credit for even trying to adapt instantly to world-caliber speedway in England's qualifier.



We don't know if you have to go naked to ride the new 125cc "Streaker" by Bultaco, but it's an interesting name.

News from the ISDT in Czechoslovakia — you guessed it — the fearsome Czechs are leading the World Trophy competition. Second and third are West, then East Germany, with the U.S. (Penton) World Trophy Team riding in fourth place on day two.

In Silver Vase competition Americans lost Larry Thompson on the first day with a knee injury and thus end up in last place.

Top American at the end of the opening day, Barry Higgins put his MX experience to good use in the special tests and holds 12th place in class. 32 Americans are on Gold.

Jack and Tom Penton, both entered in the 250cc class, hold eighth and 10th places at the end of day one.

Carl Cranke dropped to Silver when given wrong directions by a traffic controller and wound up three minutes late at the next checkpoint, a temporary setback that will not likely keep him from taking a Gold medal by the trial's end.

Jeff Hammond, who suffered the multiple problems of flat tire and motor seizure, has dropped to Bronze.

Three U.S. riders have retired. In addition to Larry Thompson from the Silver Vase team, Bruce Kenny and Bob Pearce were also stopped on day one. Kenny seized his motor; Pearce dislocated his shoulder in a crash.

Orange County in California last week opened all but two county parks to motorcycle riders, ending a 15-year ban. At the same time the County Supervisors ordered a crackdown on excessive noise — especially us. Attaboy on both counts.

Shunzo Suzuki, whose monogram you see on Roger DeCoster's shirt, died recently in Tokyo at the age of 74. He practically founded the company.

Marco Luchinelli (Yam) won the September 4 Dutch round of the Formula 750 World Championship road race series.

Amid the Washougal mud and slop, Rick Burgett (Yam) dominated the first day of the Northwest Challenge MX, a \$5,000 purse race at Washougal, Wash. Yamaha teammate Mike Bell dominated the second day of racing, in the five-race, \$10,000 series, winning the 250 and open classes at Mulkey ORV Park, which was run in perfect weather. The stories on these races and others in the series will run next week.

America's team of Tony DiStefano (Suz), Kent Howerton (Hus), Gary Semics (Kaw), and Steve Stackable (Mai) finished second in the 500cc Motocross des Nations in France, September 4. The Belgians won with 42 points, followed by the U.S. (58), United Kingdom (60), Sweden (73), France (74), and Italy (75).

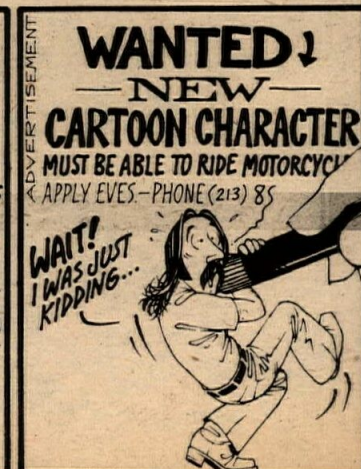
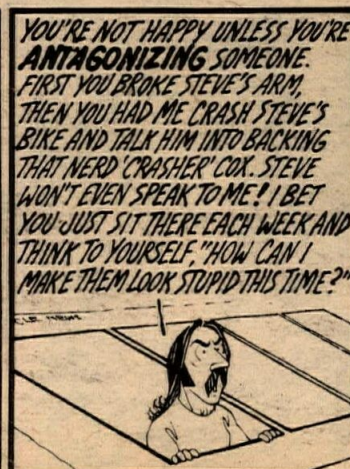
USA riders had their ups and downs, biggest "up" being DiStefano's third place ride in the first moto. Tony D ran into problems in the second round, placing 13th. Steve Stackable turned in a creditable 6-10 day as Gary Semics and Kent Howerton racked up 17-16 and 10-27 totals.

Sweden's Hakan Andersson was the top winner of the Motocross des Nations with a 1-3, with Belgian Andre Malherbe (KTM) second (2-5). First moto order was: Andersson, Malherbe, DiStefano, Franco, Jaak Van Velthoven, Stackable, Roger DeCoster, Kobele, Madde, and Howerton. Second moto went: Graham Noyce, Bruno, Andersson, Daniel Pean, Malherbe, Neil Hudson, John Banks, Adolph Weil, Angiolini, and Stackable.

This issue of *Cycle News* is one day late owing to Labor Day falling on our usual deadline.

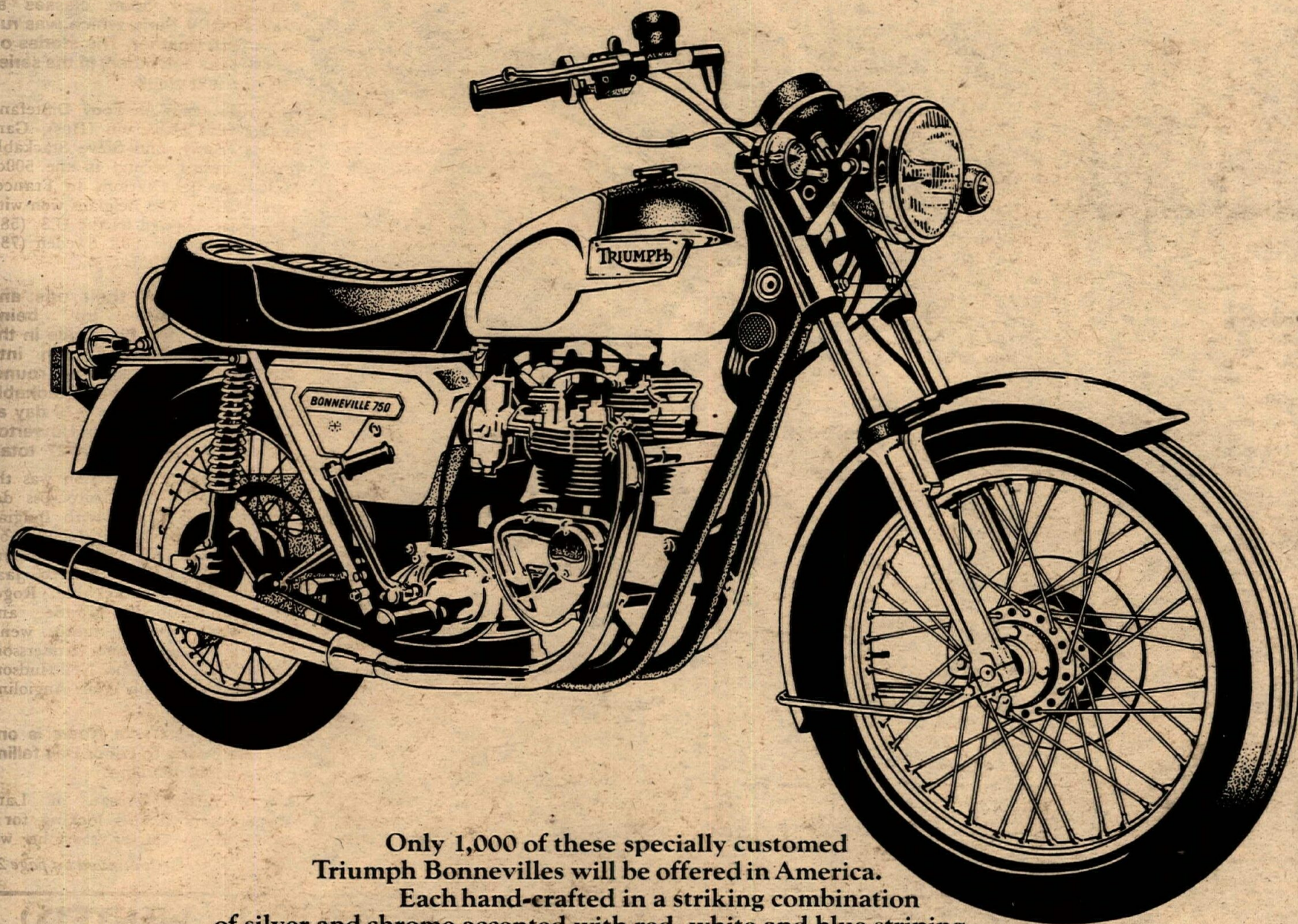
The Federal Bureau of Land Management is still looking for a chief. Pres. Carter says he will

(Continued on page 23)





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MARTY AND HIS HONDA CAPTURE 500cc NATIONAL TITLE.

CROFT AND SMITH FINISH 1-2 AT ST. PETERSBURG.



Even though it was his teammate, Tommy Croft, who took the overall win at the St. Petersburg, Florida 500cc National Series finale, Aug. 28th was Marty Smith's day. For it was on this day that Marty's overall finish gave him enough points to capture the 500cc U.S. National Championship. Becoming the first rider ever in AMA history to earn a National title in more than one class.

The start of the first moto was nearly prophetic as Smith's fiery red RC-400 factory Elsinore™ erupted out of the first turn with the entire field trailing. Marty battled all comers and dominated first place through most of the moto. As he ran in

front of the pack, he was joined by Croft and his Elsinore. The duo blurred across the finish line to the accompanying cheers of over 7,000 Florida motocross fans.

In moto number two, Marty needed to place 17th or better to sew up the title and the #1 plate. While Croft worked his way up to third, good enough for the overall victory for the day, Marty's experience guided his cool hand. Pulling back the reins of his high-powered Honda, Marty strolled home smartly in fifth place, second overall and the new 500cc U.S. National Motocross Champion.

Marty is pleased with his performance. And that of his machine. Factory bikes like Marty's provide the competitive experiences that help make production Elsinores better and better.

See the Honda CR-125 and CR-250 Elsinores today at your Honda dealer. They're racing machines designed to win, and built to keep you going strong.

Always wear a helmet and eye protection when riding. Model availability may be limited. CR's are designed primarily for motocross use and are sold "as is" without warranty. For free brochure, write: American Honda Motor Co., Inc., Dept. CN97, Box 50, Gardena, California 90247. See Yellow Pages for nearest dealer.
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HONDA GOING STRONG!



HONDA WINS MANUFACTURER'S MOTOCROSS CUP

**POWER, HANDLING
AND CONSISTENCY TELL THE STORY.**

The "Full House" Manufacturer's Motocross Cup is presented to that motorcycle manufacturer whose machines and riders earn the most points in U.S. National Championship motocross competition. This year that honor goes to Honda.

With high-caliber riders who demand potent Honda motocross equipment on which to do battle, Team Honda is no surprise winner. The Honda RC-125, 250 and 400 factory Elsinores™ have carried Team Honda riders to higher placings in AMA motocross this year than any other manufacturer/rider combination.

But winning is nothing new to Honda. The AMA 250cc Championship belonged to Honda the very first year a team was fielded for the series. This inaugural win was followed by two consecutive 125cc National Championships and now, the 1977 500cc National title.

To manufacturers, race tracks are not playgrounds but very important R & D laboratories. And Honda's reputation in the laboratory is legend. When Team Honda is racing they're also testing cylinder porting combinations, carburetion, suspension, frame geometry, brakes, wheel strength and more. When everything has been checked, the bugs worked out to satisfaction and the machines nearly perfected, the technology and advancements are then ready for production-bike use where applicable.

If you want some of the advantages of Team Honda's race-bred technology, check out the CR-125 and CR-250 Elsinores at your Honda dealer today. Ride on a winning team.

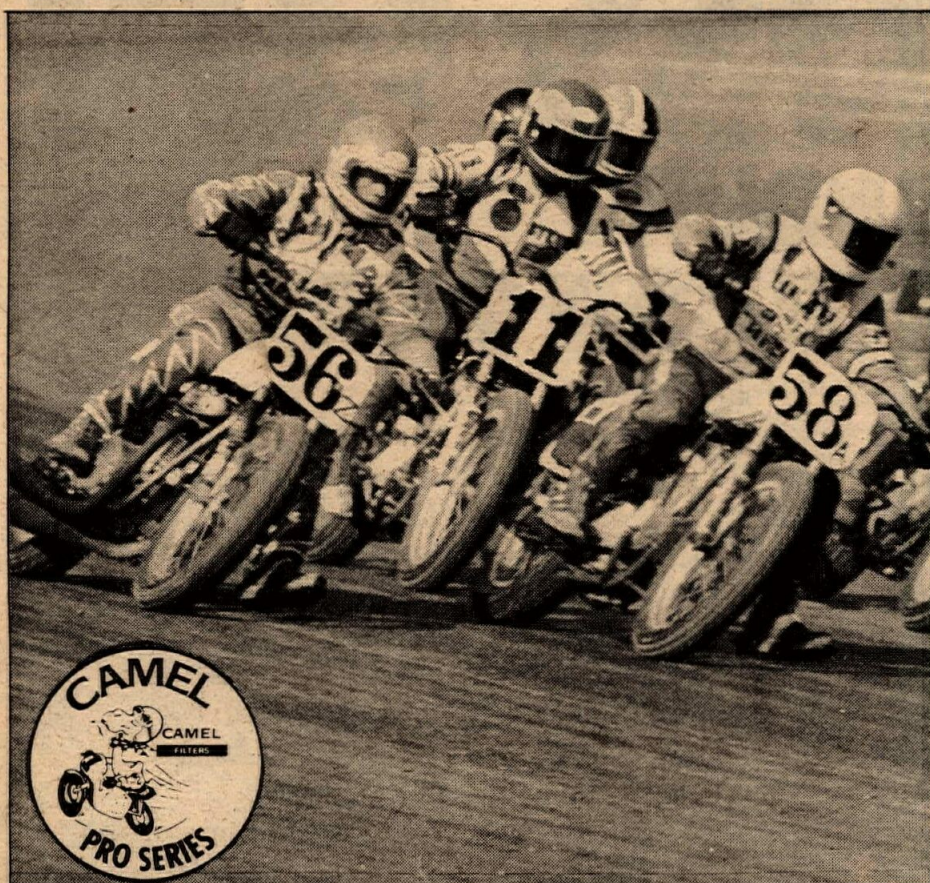


Always wear a helmet and eye protection when riding. Model availability may be limited. CR's are designed primarily for motocross use and are sold "as is" without warranty. For free brochure, write: American Honda Motor Co., Inc., Dept. CN97, Box 50, Gardena, California 90247. See Yellow Pages for nearest dealer. © 1977 American Honda Motor Co., Inc.

**HONDA
GOING STRONG!**



(Above) Skip Aksland guzzles the grog he got for winning the Trophy Race. (Below) Clump of experts including Ted (56z) Davidson, Steve (11) Eklund, Ed (58a) Ingram fight for the spot. (Right) Kidd (72) aims for the inside shoulder to shoulder with Hank (14) Scott, Steve (68) Freeman, brother Gary (5) Scott, Boody (12) and the national field. (Below, right) Vince Mead briefly leads Aksland and Hocking.



PHOTOS BY HENNY RAY ABRAMS



Kidd & Scott brothers top Middletown ha

By Jack Mangus

MIDDLETOWN, N.Y., SEPT. 4

Hank and Gary, the Scott brothers, flanked jubilant winner Mike Kidd in the winner's circle at Middletown's Orange County Fairgrounds half-mile Sunday. "After I broke my hand at

Terre Haute, I called my sponsor, Mert Lawwill, and told him my hand was in a cast. Mert said, "Mike, cut the cast off and let's go racing." And that's what we've been doing." With a second in the first of the two Indy mile races last weekend and a win Sunday, the team of young Mike Kidd and veteran Mert Lawwill have certainly been racing! Kidd's performance aboard a Lawwill prepared H-D XR750 moved the slow-talking Texan into a tie with Corky Keener for sixth place in the AMA Grand National Championship/Camel Pro Series point standings.

Again the standings tightened up, as point leader Jay Springsteen could

only manage a ninth place finish, worth six points, while his fellow H-D teammate Ted Boody picked up nine points for sixth place and moved to within one point of Springer, 188 to 189.

It was a disappointing day for Kenny Roberts. He fell while running third, losing advancement to the National final, on the last lap of his heat race. Then KR finished sixth in his semi and did not start the Trophy Race. He dropped to third in the point standings, from a tie for second last week with Boody.

Qualifying

Hank Scott, who has been turning

in one strong ride after another since switching to Carl Patrick's Harleys recently, set fast time in time trials: A 25.066 seconds lap broke the track record previously held by Ed Ingram. Second fastest was Corky Keener at 25.338. Rounding out the top 10 were Billy Schaeffer, Willie Crabbe, Steve Eklund, Mike Kidd, Steve Morehead, Mert Lawwill, Ken Roberts, and Randy Goss.

Only 34 experts attempted to qualify for the program. Forty-eight riders are eligible for a half-mile National field.

Heats — Kenny krashes

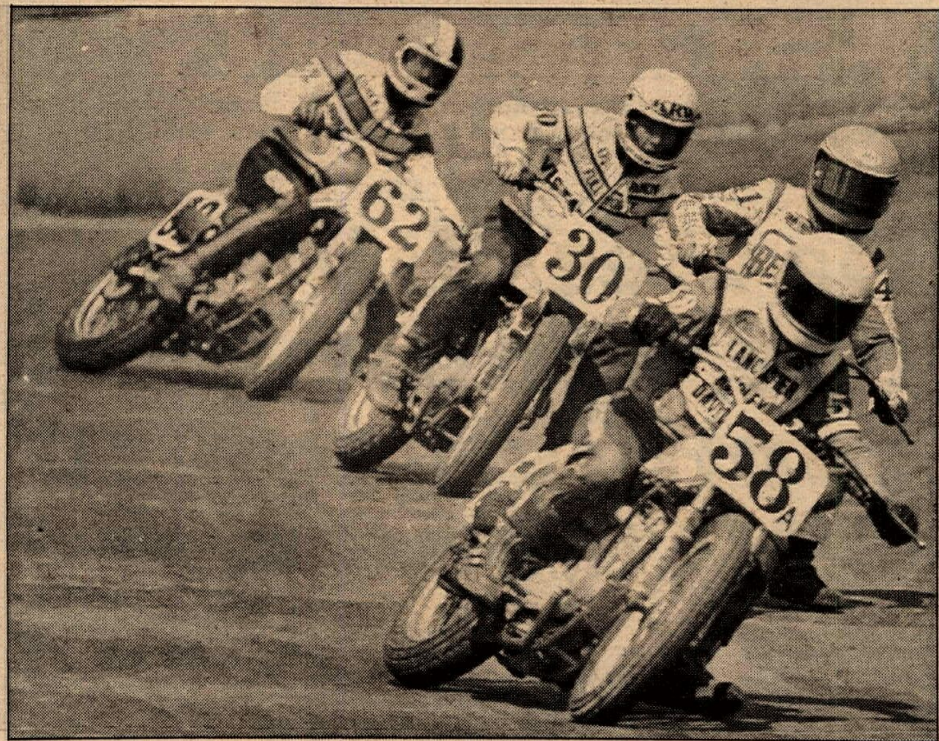
Fast qualifier Hank Scott was long gone from the flash of the green light, but the runnerup and third spots were up for grabs until the last inch of racing.

Garth Brow (H-D) held down second over Steve Eklund and Ken Roberts until "the valves started really clattering" on the fourth lap. Brow pulled off the track and Eklund and Roberts appeared set for the 2-3 advancement positions. But Roberts

"slid her down coming out of two. It happened so quick and I saw the wall comin' up," Roberts said. "But other than hurting my ankle, I'm OK." The Roberts get-off handed Jay Springsteen third transfer and a spot in the National.

The second heat set the stage for what most spectators figured would be the story of the National. Mike Kidd, starting from the penalty line after anticipating the lights just a bit too much, charged from that handicap to take the win. Kidd moved by early leader Ed Ingram on the fifth lap and then disappeared from a four-man fight between Ingram and his XR, Billy Eves and his Bel-Ray Harley, the Bart Markel Harley of Randy Goss, and H-D factory rider Corky Keener. The checkered flag saw Ingram and Keener advance to the National, leaving Goss and Eves with rides in the semis.

Chuck Palmgren dropped out of the second heat on the fifth lap with a grin and a shrug of his shoulders. "I tore up all my good stuff at Indy in Sunday's National. That really hurt," said



mile National

H. Palmgren. He joined brothers Larry and Denny as a spectator.

Third heat provided some fireworks from a dice between former Grand National Champion Gary Scott, who is making a late season charge up into the top of the point standings, and Ted Davidson. Davidson and his Harley battled with Scott and his Evel Knievel Harley, with veteran Scott taking the win. Pennsylvanian Billy Schaeffer and his Harley took third. Steve Morehead "fried the clutch" and dropped out of the heat on the third lap.

Missed by many, who were watching the Scott/Ingram duel, was the ride turned in by George Richtmeyer. Richtmeyer finished sixth behind the front three and Skip Aksland and Rich Hocking, but he pulled off every save in the book to keep his Yamaha on its wheels. He nearly jumped off in turn three on an early lap, but somehow stayed on only to tick the wall coming out of turn two on the next lap. He had his sponsor grimacing.

The final heat turned into a three-man duel in the middle between Steve

Freeman, Ted Boody, and Mert Lawwill. Freeman pulled off the holeshot and led the XRs of former National Champion Mert Lawwill and Harley factory rider Ted Boody the entire 10 laps. But the fight for second wasn't decided until Lawwill went too high after trying to stuff it under Freeman. That slip let Boody by for second with Mert hanging on to third.

Gene Romero, who finished fifth, observed the one-line track with a grin and said, "Boy, starts are really important here, aren't they?"

Semis — two for the show

With just the winner of each of the two 10-lap semis advancing to the main, two Pennsylvanians left no doubt who those two would be. First, Billy Eves ran away with his race, leaving Terry Poovey and Randy Goss to scrap for second. Poovey got it. Then Willie Crabbe, who had all but stopped on the second lap of his heat race, pulled a holeshot and a half, only to be greeted with a red flag as he led the field out of turn four. That

(Continued on page 40)



(Left) Ingram again, on his way to 11th, while Keener (62) looks for a way around. (Above) Gene Romero pulls this train while David (24) puts the Rush on. (Below) Freeman holds a couple of lengths on Lawwill.



Desert Hotline



PHOTOS BY JERRY G. WELTON

(Above) Amateur Gary Davies teamed with veteran Heath Hibbard for the overall win. (Below) Changing trails to get out of the dust. (Bottom) Racing down pit road was incredibly dusty.



Lonnie Peterson, one of the top motocrossers in the country when Edison introduced the sport, finished second at CRC's team race, along with Bulldog Fowler.

Davies/Hibbard: the winning combination at CRC team race

By Jerry G. Welton

CALIFORNIA CITY, CA, SEPT. 4

Heath Hibbard and amateur Gary Davies took the lead on the second loop and were unchallenged from that point on to take the CRC team race win at California City.

When the banner dropped after a one-hour ambulance delay it was Mark Zoller (400 Yam) leading the stampede to the bomb with Davies (400 Yam) following closely. Bill Conroy (400 Yam), "Bad" Brad Henson (175 IT) and Lonnie Peterson (400 Yam) were all running about parallel for the third spot with Mike Cole (250 KTM) running fourth.

Shortly after the smoke, the course swung up to the right for a ways and then hooked to the left and back down creating a hair pin situation and it was here the problems began. After the leaders had gone through this section and started leading towards Galileo Hill, they began spreading apart. Conroy, still running approximately third, noticed he was being over come by dust. This dust came from about twenty riders who had cut this section short. Conroy was rather upset by this and dropped out of the race.

Zoller began to stretch his lead slowly but surely over Davies and it was clear sailing the rest of the way around.

As expected, the first rider to

complete the first 25 miles was Zoller, doing so in approximately 22 minutes. Forty-five seconds later came Davies and not too far behind was Peterson. Zoller pulled in and gave his bandolier to partner Phil Stumbo (400 KTM) who wasted no time getting on course. Heath Hibbard (400 Yam) set sail out of the pits after Davies brought the team around. Peterson handed off to fellow Sodbuster Chuck "Bulldog" Fowler (400 Yam) and began chasing the leaders. Through next was Cole with teammate Dean Kirk (250 Hus) heading out for loop number two. A short time later Henson was in to trade chores with Tim Plant (175 DMG). Directly behind Plant and Henson was novice Bret Cushing (250 Hus). Mike Hood (250 Yam) took over for Bret at this point and proceeded on his way.

Shortly after leaving the pits, at approximately the first checkpoint, Stumbo's scooter dropped out of the race with unknown maladies. This moved the team of Hibbard and Davies into the lead where they stayed for the remainder of the race.

After the completion of lap two the only significant changes besides the overall lead were Henson and Plant, moving up one and the team of Monte Lee (250 Yam) and Mike Johnston (400 KTM) moved up from just out of the top 20 and into the top 10.

Everyone was required to go four 4-mile loops with the exception of the minis, they only went two. At their finish it was Donnie Morrison (80 Suz) over Kelly Kline (80 Yam) in the Ironman class and C. Butcher (80 Yam) and J. O'Rourke (80 Yam) were victorious as the first mini team.

By the completion of the third loop, Davies had stretched his lead over Peterson by about 15 seconds, Henson had picked up a few seconds on the leaders. The team of Cole and Kirk maintained a good, steady pace and were in fine position as Dean went out for the last lap. The novice team of Cushing and Hood were dropping off the pace a bit probably due to the unyielding charges of the experts. Lee and Johnston had moved up to fifth overall by this time as Monte set out to complete the fourth and final go-around. The novice team of Phil Petri (400 Yam) and Jim Lynch (400 Yam) had made an excellent come back at this point, after Phil had a not-so-hot bomb run and a flat tire, but they were keeping the team afloat at this point and were running well in the top ten.

When it was all over co-winner Hibbard was noted as saying, "This bike started running really bad when my pipe broke." Teammate Davies joined Heath in waiting for Bellflower Yamaha rider Fowler. The Person and Fowler team had their best ride of the year and possibly one of the happiest moments of their riding careers as they jumped around and shouted at the finish. Henson was in next and looked a bit tired after riding three of the four loops himself; Plant's bike broke down after his first lap. Cole and Kirk were in next with Lee and Johnston right behind. Petri and Lynch captured the sixth overall spot despite difficulties in the early stages of the race. The novice team of Phil Galdi and Knight (400 Yam) followed the Lynch-Petri duo across the finish line with the 250 Novice team of Glover (Hus) and J. Hylton (Hus) trailing them to a class victory. Ed Mundy (250 Suz) and Doug Biesner (250 Suz) captured ninth overall and second 250 Expert with Tom Mattox (400 KTM) and R. Tucker (400 Yam) taking the Amateur win and round out the top ten.

The first Ironman was novice Steve Johnston on a lightweight Yamaha. Steve led the Ironman class from start to finish and did an outstanding job.

First beginners were the team of G. Burton (250 Suz) and C. Clark (250 Yam), undoubtedly riding much of the race through dust and doing a fine job.

Following the race Dr. Bob Newhouse brought forward representatives from several of the major clubs and at 1:30 p.m. a special meeting was held with CRC officials. The clubs wanted to help CRC with some constructive criticism. CRC officials took these suggestions down as being valuable information as far as setting up future events. Since Len Edwards did not set up or lay out this race, there were some problems that CRC had no choice but to handle the best they could. With the helpful suggestions of the clubs and possible negotiation with Len, future events will be more successful in the days to come.

Results in Results Section.



Larry Roeseler rode his Husky hard and fast enough to earn the Open class win.

Ruttens root in Rattlesnake Gulch

By Brian George

TRABUCO CYN., CA, SEPT. 4
Capistrano Valley M.C. hosted a European Scrambles last Sunday at Racing World. Action proved to be exciting, with a 70-mph-plus straight through the pits to add extra thrills. Although there were never any battles for the leads, the mid-pack action was terrific. The track was long, and fatigue set in quickly during the 45-minute rides. The heat didn't help any, with temperatures reaching the 90's during mid-day, but still more than 100 riders showed to race among rattlesnakes.

In the 125 class, Steve Wiseman grabbed the lead at the start and spent the entire race stretching it out. Tom Rutten took his Suzuki into second place after the first lap, but could never get close enough to challenge Wiseman. The final of the race was an easy victory for young Wiseman, with Rutten almost two minutes behind.

The 250 action was tight. Bob Rutten flew off the line and pulled out into the lead, but Larry Roeseler (Hus) stayed right with Rutten's orange and black Harley. The duo pulled away from the field in no time and set up their own battlefield. Roeseler couldn't catch the Rutten Harley and had to settle for second. Rutten won the race with less than a minute to spare.

Roeseler's speed and endurance carried over into the open class race, and his will to win proved to be too much for the rest of the field. Brent Wallingsford came out in second place, after a tangle on the first lap dropped a couple of the leaders back. The two Husky pilots finished the race in one-two order, again pulling away from the pack. After the race, Roeseler stated "the course was pretty neat, everyone was pretty well spread out."



As he flies down the 70 mph straight, Steve Wiseman rides away with the 125 victory.

Bob Rutten smokes the 250 class, probably upsetting hundreds of local rattlers who reside near the track!



PHOTOS BY BRIAN GEORGE



Jack Johnson, overall winner, somewhere in the Nevada desert.

Las Vegans leap for victory at Pioche GP

By Skip Johnson

PIOCHE, NV, SEPT. 3-4

"Jumpin" Jack Johnson, aboard a Team Husqvarna 390, bounded to the overall win in the Silver City Scrambler's third running of the Pioche Grand Prix. On the previous day, Greg

Price, a 100cc Amateur, surprised the rest of the field with an overall victory in the Scrambler's Mini-GP.

Spending a holiday weekend in Pioche, Nevada (where's that?) may not sound too exciting, unless you know Labor Day is Pioche's "Good Ole Nevada Days" celebration. The whole town has a party. Activities start Friday with old West contests and a street dance, and continue day and night until Monday. Whow! The Silver City Scramblers, Las Vegas' oldest motorcycle club, began sponsoring races in Pioche in 1974. They moved their races to Pioche from Beatty, Nevada (Beatty?), where they used to race wild burros as well as motorcycles, but that is another story!

Nevertheless, this year's GP proved exciting for the racers, as well as the townspeople. The action was broken up into separate events, with the minicycles running Saturday and the big bikes Sunday.

Saturday

This morning's action opened with a brief rain, just enough to settle the dust. After the meeting, the racers were led to their paved road starting area and waved off by divisions; expert, amateur, then novice. Mini 80cc Expert Chris Howard, of Las Vegas, blazed his way into an early overall lead. The seven-mile race course proved too demanding for Chris' machine, because his YZ siezed.

Kevin Keefe took over the 80cc Expert lead. The real action was taking place back in the pack during the early laps as Greg Price, in his first

amateur ride on his YZ100, moved from fifth overall to first during the third lap of the six-lap race. His lead was unchallenged for the balance of the race, with the exception of a late-race charge by 100cc Expert Robin Harris, who could not seem to get within striking distance.

Other class action included 80cc Amateur domination by Billy Hill on a very quick RM80. Nino Butterow finished a distant second. Lance Burns took the 80cc Novice win.

Sunday

At the drop of the banner, the racers were charging, and out of the dust came Jack Johnson, jetting away from the rest of the pack. Early pursuit came from John (JJ) Steele (250 Yam) and Scott Harden (390 Hus). Harden had moved into second overall by the second lap of this five-lap, 20-mile loop GP, after some minor front brake problems. Scott's drive, however, was just not enough to match Johnson's gassin'.

As Jack and Scott set their own pace, the 250 Experts provided the most competitive action. JJ Steele, an aggressive, young rider from Overton, Nevada, held the 250 lead in the early laps, only to be caught by Fred Hansen Jr. Hansen (250 Yam) now on his first new bike in some time, moved his way to first 250, third overall for the balance of the race. Steele managed to hang on to second 250, despite numerous charges by eventual third place finisher Butch Laswell, who was also Mono-mounted.



Fred Hansen leads a competitor out of the desert, onto the road, to finish first 250.



Current number one 250 plate wearer in Las Vegas, Mike Maze navigates the fast, but bumpy MRAN course.

The fiercest racing was over fourth place, as KTM-mounted Mike Maze, current 250 number one tried in vain to hold off Marc Knudsen (250 KTM), a contender for this year's plate. Knudsen came from a mediocre start, worked his way through the pack right onto Maze's rear fender, where he stayed until the fourth lap when Mike's gearbox went sour and Marc went by. Unofficial reports heard in the pits say Marc now has the points lead for 1977.

More "hot stroking" was taking place in the 125 class. Some smooth, consistent riding secured first 125 Expert for Lenard Sikorski (125 KTM). His determination started building Saturday as he was heard to say "I'm getting ready while the rest are gettin crazy!" or something to that effect. (I think the listener was a little "crazy" at the time.)

One of the strongest drives from behind came from Kevin Davis (125 KTM), who worked his way through nearly the entire pack to snatch second place from a desperate Ron Ellenburg (125 Yam).

Other class action included the "Over The Hill Gang", with Raunchy Ray Charlesworth (RM 370) taking top honors and second going to OTHG guest Earl Leebert (400 Yam). Tom Fisher was first Open Amateur and Mike Furdy (250 KTM) took top 250 Amateur.

The most dedicated rider of the day award should go to 125 Amateur winner Mike Zahm. His throttle cable

broke early into the first lap and he left the carburetor full open! Instead of stopping, he continued on, fighting and wrestling his bike all the way. When he came to one of the paved highway crossings, he jumped off the bike (per instructions) to push across the road, with his engine not shrieking. But Mike neglected to pull in the clutch and when the tire got traction on the pavement, he and his bike rocketed across the highway. After over 100 yards of bulldogging and fighting, he regained enough control to point himself towards the vicinity of the race course, and rode his way into the pits for a new cable and continued on for the win. That's dedication!

The racers seemed pleased with the race as a whole and plan to be back for next years "race thru history" in Pioche, Nevada.

Results

MRAN GP: Jack Johnson, Open Ex, (Hus). Scott Harden, Open Ex, (Hus). Fred Hansen Jr., 250 Ex, (Yam). John Steele, 250 Ex, (Yam). Butch Laswell, 250 Ex, (Yam). Marc Knudsen, 250 Ex, (KTM). Cotton Guio, Open Ex, (Hus). Tagg Guio, 250 Ex, (Hus). Leonard Sikorski, 125 Ex, (KTM). Kevin Davis, 125 Ex, (KTM). Ron Ellenburg, 125 Ex, (Yam). Mike Maze, 250 Ex, (KTM). Bob Gabriel, 125 Ex, (Bul). Greg Mayer, 250 Ex, (Yam). Billy McDaniel, 125 Ex, (Yam). Steve Goke, 125 Ex, (Yam). Jeff Harp, 250 Ex, (KTM). Ron Harris, Open Ex, (Bul). Tom Fisher, Open Ex, (Hus). Mike Zahm, 125 Am, (Suz). Mike Purdy, 250 Am, (KTM). MINI MRAN GP: Greg Price, 100 Am, (Yam). Robin Harris, 100 Ex, (Yam). Kevin Keefe, 80 Ex, (Yam). Tiny Seriben, 100 Am, (Yam). Chris Howard, 80 Ex, (Yam). Scott Sudd, 100 Ex, (Suz). Billy Hill, 80 Am, (Suz). Patrick Shield, 80 Ex, (Yam). Lance Burns, 80 Nov, (Yam). Nino Butterow, 80 Am, (Yam). Kenny Keefe, 80 Am, (Yam). Steve Zahm, 100 Am, (Yam). Martin Boycott, 80 Nov, (Suz). Rick Lane, 100 Am, (Yam). Bobby Guevies, 80 Am, (Yam). Bob Graham, 80 Nov, (Yam).

SCORE Off-Road World Championships' Overall Winner

Jack Johnson doesn't have to ask for Pennzoil

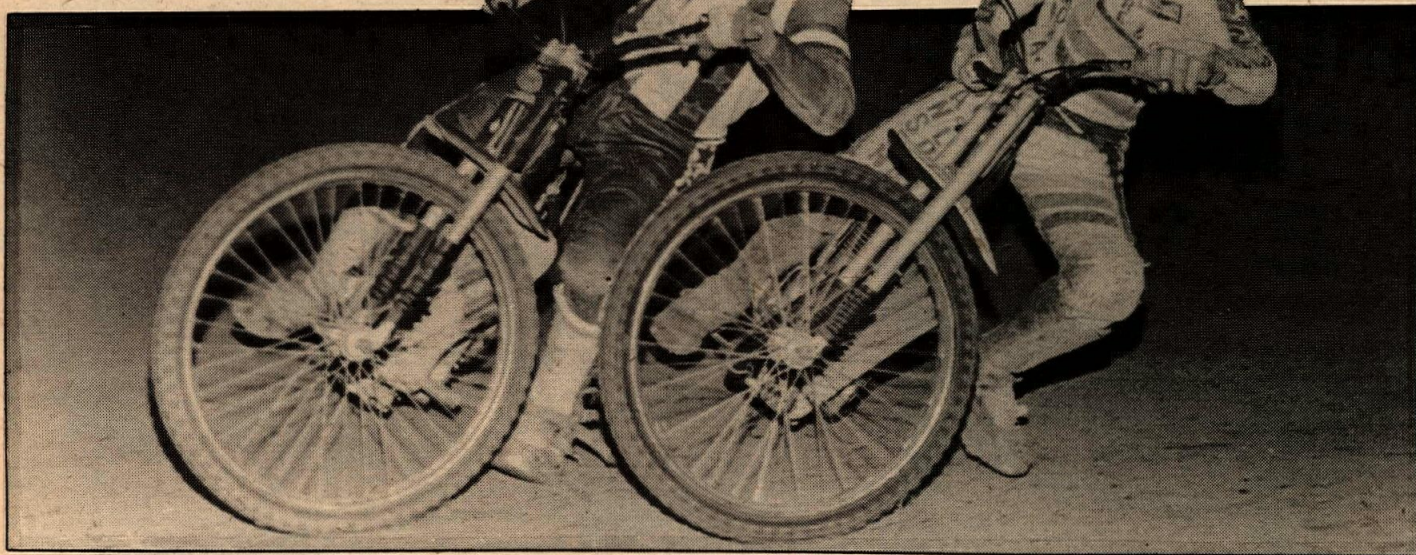
But like last year's winner and the year's before that, Jack has found Pennzoil 2-Stroke Motorcycle Oil so effective in fighting heat and friction, that he also ended up in the winner's circle, First Overall. What more can be asked of an engine lubricant? Four of the last five SCORE motorcycle champions have relied on Pennzoil. No, Jack Johnson doesn't have to ask for Pennzoil. But he does, because it assures smooth, trouble-free performance . . . and that's what it takes to be a winner. His 390 Husqvarna gets championship caliber engine protection from Pennzoil 2-Stroke Motorcycle Oil (mixed 32 to 1). Take a tip from Jack Johnson . . .

**Whatever you ride or drive,
wherever you go,
Pennzoil is worth asking for.**

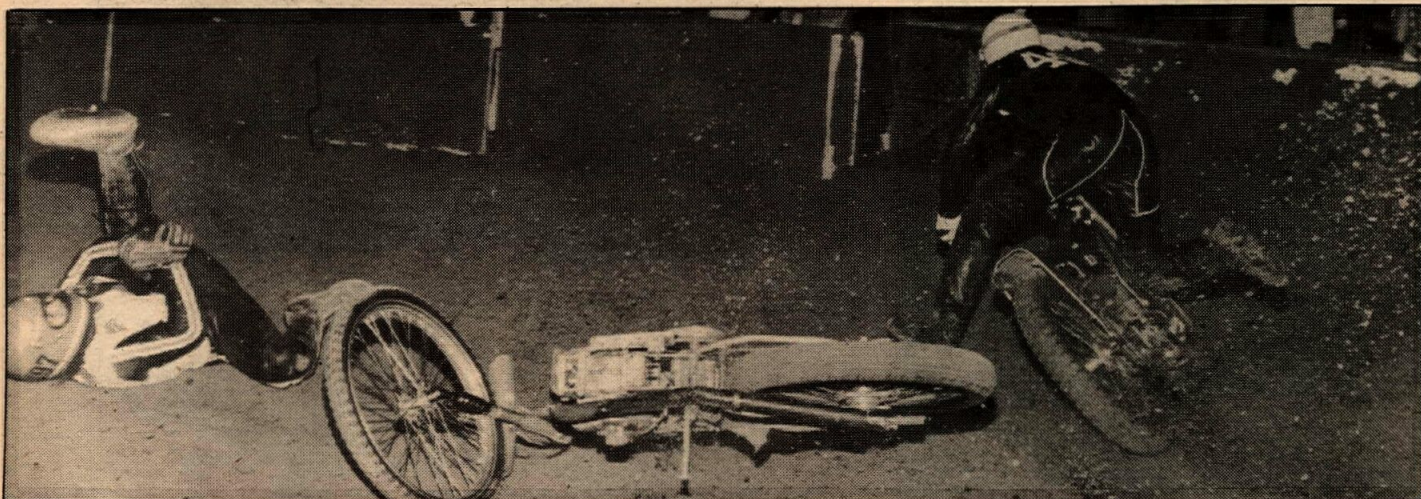


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SPEEDWAY WEEK

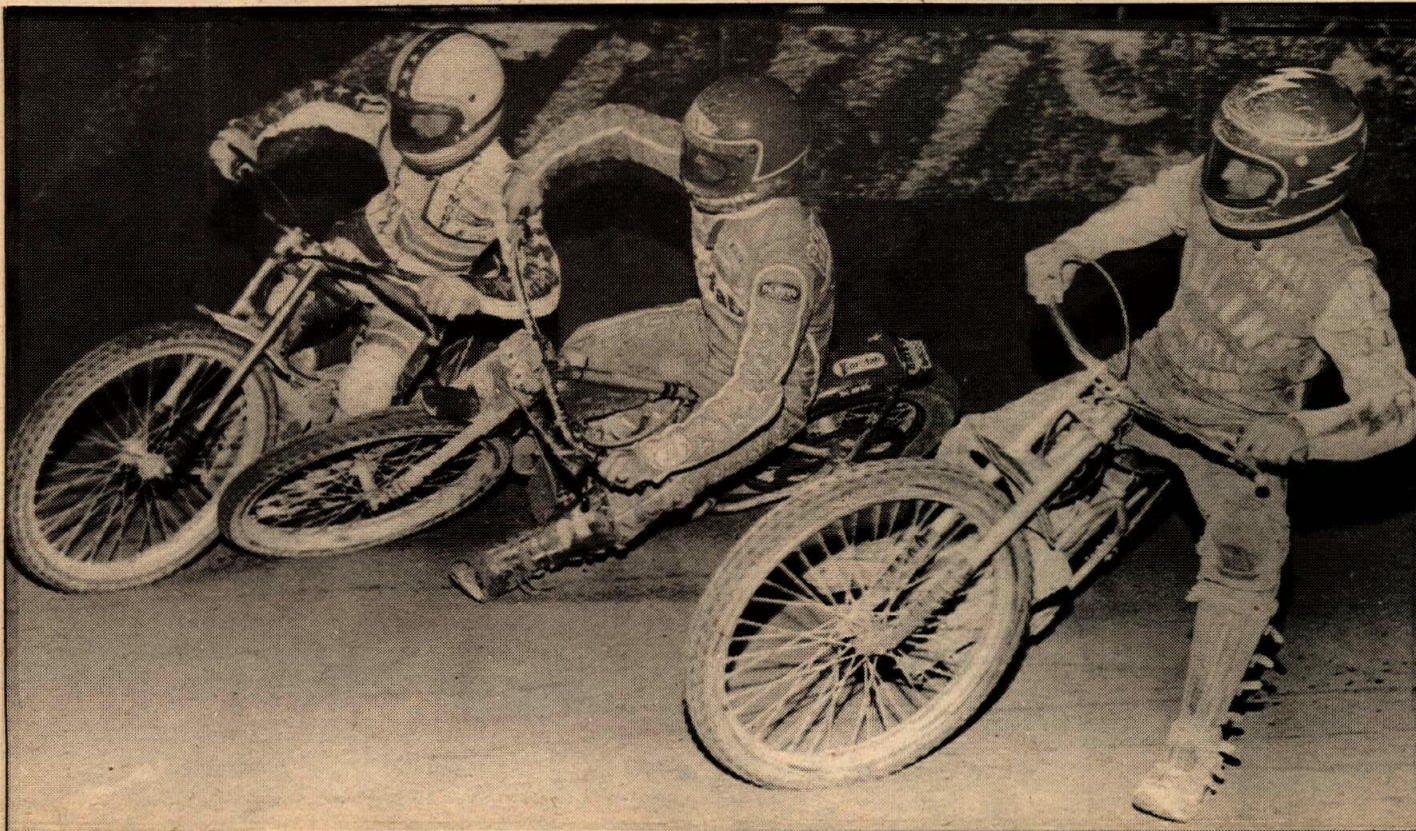


Dan Pyeatt and Kelly Moran scuffling and skidding in Irwindale action.



Danny Miller assumes the non-lotus position for meditation on his sins while Frank Bollinger tries out for the running broad jump.

Kelly Moran, Alan Christian, and Larry Shaw — three different approaches to the Costa Mesa fast line.



By Dennis Greene

VENTURA, CA, AUG. 30

With the Ventura Track Championship just one week away, the 13th of September, it looks like it could be anyone's title.

Mark Cherry has been red hot on the small oval; he is the current points leader for the October running of the U.S. Championship. His win this past Tuesday night over Alan Christian puts him in as one of the top five.

Christian cannot be overlooked as a rider who can take it all. He has won the scratch main event at Ventura as many times as the other five.

Dennis Sigalos, Jim Fishback, Mike Bast, and Bruce Penhall are the only other riders to win scratch mains at Ventura. But Sigalos is out with a broken collar bone.

Riders like Bobby Schwartz, Ron Preston, Brad Oxley, Dave Sims, Scott Sivadge and a half dozen others all must be taken into account for this first title shot of the 1977 Speedway Season.

In a special feature match race 17-year-old Bobbi Hunter won the event over Bruce Penhall at the finish line. She had a 60-yard handicap head start for the two-lap event and it was all in fun.

Robin Hood, from the 10-yard line, won his heat race, came back in the handicap semi, again from the 10-yard line, and won that event. At this point he should have had 10 yards added to his starting position, but Robin was lucky. He was not set back in the main event because Bob McLain was just a foot off his tail at the end of the 5-lapper. Bob started from the 20. Robin Hood won the handicap main.

Results

SCRATCH MAIN EVENT: 1. Mark Cherry. 2. Alan Christian. 3. Robin Hood. 4. Bob Schwartz.

HANDICAP MAIN EVENT: 1. Robin Hood. 2. Bob McLain. 3. Craig Schaefer. 4. Bruce Penhall. 5. Mark Cherry. 6. Clint Palmer.

FEATURE MATCH RACE: Bobbi Hunter over Bruce Penhall.

DIVISION 2: Bryan Buffington.

SAN BERNARDINO, CA, AUG. 31

Bruce Penhall returned to Inland Speedway for the first time in a month and probably wished he had stayed in England a few more weeks. Bruce won only two of his six events. In his scratch main, Bruce promptly ran into the crash wall in turn two of lap one.

Bob McLain got out in front at the beginning of that main, but was seriously challenged throughout by Jim Fishback. But McLain held on to win the first scratch main he has ever gotten into at San Bernardino. Jim ran into the wall early in his scratch heat, but still managed to take second for the transfer.

Because of the rain-out two weeks ago, there were two special match races. The Select Vans race featured Jim Fishback defeating a rider Select Vans sponsors, Ron Preston. In a two-lapper, Mark Cherry defeated Kathie Shepard after starting from the 50-yard line. Kathie later had a bad accident, tangling her foot in another rider's bike. Her ankle was twisted, but she was limping around on it by the end of the night. Another of the girl riders, Bobbi Hunter, finished second in a close battle with Tom Stahl for the D3 main.

Results

HANDICAP MAIN: 1. Dave Galvin. 2. Bobby Schwartz. 3. Bruce Penhall. 4. Robin Hood.

SCRATCH MAIN: 1. Bobby McLain. 2. Jim Fishback. 3. Alan Christian.

THIRD DIVISION MAIN: 1. Tom Stahl. 2. Bobbi Hunter. 3. Robert McBride.

SECOND DIVISION MAIN: 1. Pyeatt. 2. Gregg Wilhite. 3. Chuck Wheat.

MATCH RACE: Jim Fishback defeated Ron Preston.

KCKC MATCH RACE: Mark Cherry defeated Kathie Shepard.

PHOTOS BY DENNIS GREENE

IRWINDALE, CA, SEPT. 1

Irwindale is the biggest of the tracks in southern Cal. It has been called the fastest track, and each week they come up with a different winner. This, along with the turn three nudie show, has made it a great place to be on Thursday night.

Mark Cherry got the spotlight back on the track in the scratch main when he jumped into an early lead over Bobby Schwartz, Scott Sivadge, and Bruce Penhall. Bruce kept trying to make a grand slam pass on the outside of the track all four laps, but just could not get the traction. Schwartz and Cherry battled it right to the finish, with the victory going to Cherry.

Don Pyeatt of South Lake Tahoe had never seen the big oval or the turn three side show, but did find the track much to his liking. He enjoyed a slight advantage in starting spots and worked hard to hold off Kelly Moran for his first victory in the Southland — the D1 handicap main.

Irwindale will host the third round of qualifying for the U.S. National Speedway title on Thursday night, September 15. The Irwindale Track Championship will be run on Thursday, September 29. This will also be the last night of racing at Irwindale for the 1977 season.

Results

SCRATCH MAIN EVENT: 1. Mark Cherry. 2. Bob Schwartz. 3. Scott Sivadge. 4. Bruce Penhall.

HANDICAP MAIN EVENT: 1. Dan Pyeatt. 2. Kelly Moran. 3. Jim Fishback. 4. Nelson Fonte. 5. Ron Preston. 6. Bob McLain.

FEATURE MATCH RACE: Jim Fishback over Ron Preston.

DIVISION 2: Artie Nay.

COSTA MESA, CA, SEPT. 2

Whatever nickname you want to hang on him doesn't really matter at all. When you get right down to it, Alan "Magic" Christian is going to be the rider everyone will have to figure out how to get around next month when the U.S. title is up for grabs.

Alan proved last Friday night that he can run anywhere on the track, staying away from all the other riders, and still win. Last week Alan had a first place finish reduced to last because he was the cause of a rider going down. He has been called "The Old Gunslinger" and Alan Crazy Christian, but with all of this he has never been anything but a gentleman.

Christian has the best win record at Costa Mesa in scratch main events, and that is what the U.S. title is all about. Alan has more wins than the current champ Mike Bast, more than Mark Cherry the points leader, and more than Bruce Penhall and Jim Fishback. And Alan knows what being number one is all about. He did hold the title in northern California.

Costa Mesa hosts the final round of qualifying on Friday, September 16, the last chance to earn a spot for the title shot.

John Sandona, just one of a half dozen Cinderella stories this season, started out in Division 3, moved into D2 in the same month and has been riding the past several weeks in first Division. John won the biggest money race of his speedway career this past Friday night, taking the handicap main event. It was a very close race, with the promoter's son, Brad Oxley, working hard to get past.

Results

SCRATCH MAIN EVENT: 1. Alan Christian. 2. Bob Schwartz. 3. Ron Preston. 4. Bruce Penhall.

HANDICAP MAIN EVENT: 1. John Sandona. 2. Brad Oxley. 3. Mark Cherry. 4. Bruce Penhall. 5. Alan Christian. 6. Fred Heldoorn.

FEATURE MATCH RACE: Larry Shaw over Bruce Penhall.

winners wear

Marty Smith: 500cc National MX Champion!



Marty Smith

Croft 4th for series on victory at St. Pete

In a series that found the top three riders within striking distance of the championship by the last race, Marty Smith took home the honors with a solid second overall at St. Petersburg. Tommy Croft's first overall in the last of the 500cc Nationals moved him up to fourth in the series standings.

Throughout the series—whether the conditions were muddy, dusty, or nearly perfect—Smith and Croft wore Carrera goggles. Both know that Carreras give them the eye protection, visibility and comfort they need to concentrate on riding—and winning!

Congratulations, Marty and Tommy, on a great series!

Congratulations, Bryan Wargo! AMA Youth National MX Champ

Through two dusty motos and one muddy one in the two-day event at Mt. Morris, Pa., Bryan beat out 48 other qualifiers for his championship. His goggles? Carreras, of course. Keep up the good riding, Bryan!



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Diane Cox

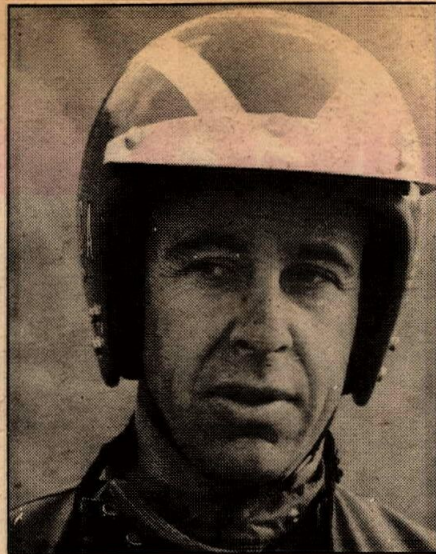
30 Superstars to compete in M/C Olympics

ORANGE, CA.

On September 27 at Orange County International Raceway and Sunday, September 18 at Saddleback Park, 30 of the world's top motorcycle riders will gather to compete in the first Monroe-SW International Motorcycle Olympiad.

Riding one motorcycle throughout, racers will battle to see who's best in six grueling events — the Kawasaki Drag Race, the Yamaha Road Race, the Penton Cross-country/Trials, the Yamaha Motocross, the Yamaha TT and the Goodyear Short Track. Two-day spectator tickets are \$8 each.

A new concept in motorcycle racing, the Olympiad, will not only test riding ability, strength and endurance, but each rider must do his



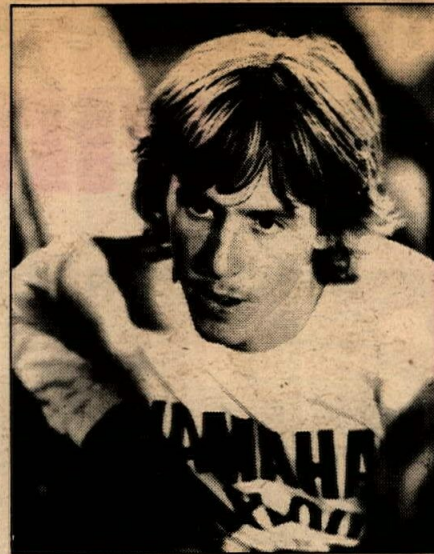
Malcolm Smith

own mechanical work in an allotted time period. Absolutely no outside help is allowed. Failure to complete changes and repairs in the designated time will result in penalties of one point per minute.

Once the motorcycles have been tech inspected and sealed on Saturday morning, a 10 minute adjustment period will be allowed after each event. At the close of Saturday's races, each rider will have exactly one hour to make all necessary changes for Sunday's events. Any parts may be changed except the suspension, frame and the engine. There will be time during this hour for tire and wheel changes. All motorcycles will then be locked in trucks and transported to Sunday's competition area.

Each rider will be assigned a marshall who will stay with him throughout the entire two days of competition.

Competing for the \$10,000 first place prize will be: **Dave Aldana** (650 Yamaha) Winner of Talladega 200 Mile Road Race, Ascot TT National.



Bob Hannah

Al Baker (440 Honda) Overall Baja 1000, Parker 400 winner. **Mike Bast** (500 Yamaha) Three-time U.S. Speedway Champion, motorcycle stuntman. **Mike Bell** (500 Yamaha) Winner of 20 straight CMC races, four AMA National support classes. **Cordis Brooks** (370 Bultaco) Second 250cc at Mint 400, second in 125cc class at Baja 500. **Dick Burleson** (390 Husqvarna) Four-time American National Enduro Champion, four-time ISDT Gold Medal winner. **Chris Carter** (400 Yamaha) Gold Medal winner in ISDT, Bronze medalist in ISDT competition. **Terry Clark** (380 Kawasaki) Trailbike Number 1 in AMA District 37 Desert. **Diane Cox** (500 Yamaha) First woman to race an AMA National Main Event, first woman to become an AMA professional. **Carl Cranke** (350 Penton) Five-time Hopetown GP winner, five-time ISDT Gold Medal winner, winner of 31 Gold Medals in U.S. ISDT qualifying. **Jimmy Ellis** (250 Can-Am) Two-time Superbowl of MX winner, first overall in Supercross standings. **Jim Fishback** (500

Yamaha) Number 1 District 37 250cc Champion, 1st overall Check Chase, first division speedway rider. **Mike Griffiths** (360 Montesa) Third overall in the AMA National Trials Championship. **Bill Grossi** (370 Suzuki) Winner of AMA 500cc MX National. **Bob Hannah** (400 Yamaha) 1977 Rider of the Year, 1978 Supercross Champion. **Mike Hannon** (Yamaha) National Enduro winner, five-time ISDT Gold Medal Winner. **John Hateley** (440 Special) Two time winner of Houston National TT. **Rick Hocking** (500 Yamaha) Winner Houston National TT, Ascot Half-Mile National. **Kent Howerton** (390 Husqvarna) 500cc National MX Champion, member of US Trophee Des Nations and Motocross de Nations Team. **Gary Jones** (400 Yamaha) Three-time 250cc National MX Champion, Inter-AMA Champion. **Lars Larsson** (400 Maico) Winner of six Gold Medals in ISDT. **Jack Penton** (350 Penton) Ten-time overall winner in National Enduros, twelve time ISDT Qualifier winner. **Tom Penton** (350 Penton) Top American ISDT winner, three-time National Enduro winner, 1976 ISDT Gold Medal winner. **Jim Rice** (Rice Special) Winner of six Grand National events in one year, San Jose Mile. **Larry Roeseler** (390 Husqvarna) Three-time Baja 500 winner, four-time AMA Desert Number 1. **Gary Semics** (380 Kawasaki) First overall 500cc Supercross Series winner of three consecutive 500cc Nationals. **Jeff Smith** (250 Can-Am) Two-time 500 World Champion, five-time ISDT Gold Medal winner, nine-time British 500 Champion. **Malcolm Smith** (390 Husqvarna) Star of "On Any Sunday", eight-time ISDT Gold Medal winner, four-time Baja 1000 winner. **Marty Tripes** (400 Harley Davidson) Two-time winner Superbowl of MX. **Bill Uhl** (400 Maico) Top American riders ISDT, nine time ISDT Gold Medal winner.



ISDT '77 : Czechin' into Czecho

By Gary Van Voorhis

Early on the morning of September 5 in a town called Povazka Bystrica nestled in the foothills of the Tatra Mountains of Czechoslovakia, a 300-plus rider contingent, including the 37 man American Team, will begin competition in the 52nd ISDT.

Like the children's rhyme that mentions the butcher, the baker and the candlestick maker, the 37 rider American contingent represents a varied cross-section of America. Approximately one-third are married. To a man, they all enjoy outdoor forms of recreation including snow and water skiing, bicycle riding, hunting, camping and scuba diving.

The 12 states represented by the riders range from California to Rhode Island, from Idaho to Georgia. Roy Cook, at 18, is the youngest competitor while Lars Larsson, at 36, is the oldest.

Outside the 20% or so who make their living in some form of work connected with motorcycling, the occupations engaged in by the riders are rather eye opening. There is a bartender, a gardener, a logger, a physical therapist, a stone mason, a roofing contractor and a building contractor. One entrant works for Springfield



Arms, a manufacturer of firearms. There are also three students chasing degrees at universities in Georgia, Ohio and California.

Yet to a man, they are each dedicated to the goal of returning from Czechoslovakia with a Gold Medal; the symbol of the highest achievement possible in Six Days competition. Some will reach their goal, others will not.

The mystical attraction of Six Days competition is an enigma; hard to understand, harder to explain. There are no monetary rewards, only self satisfaction. In the end the com-

petition boils down from country against country, team against team, man against man to the ultimate test of any rider: against himself.

One name missing from the team selection list this year is a person synonymous with ISDT: Malcolm Smith. Malcolm, after 10 years of competition and eight Gold Medals, decided he needed a rest. The show will go on, but Malcolm will be missed.

Penton will host the World Trophy Team again, after a one year lay off. The Silver Vase Team will be Yamaha sponsored.

Realistically our chances of winning either the World Trophy or Silver Vase competition are slim.

The World Trophy Team will face tough opposition in the defending West German team as well as the Czech and Italian entries. However, should one of the "giants" slip, we could be right up there in the top three.

The same big three will make the Silver Vase competition tough.

Adding to the tough competition will be the fact that this year's ISDT will consist of almost 85% unimproved (woods) trails unlike past years where high speed paved roads constituted a large percentage of the layout.

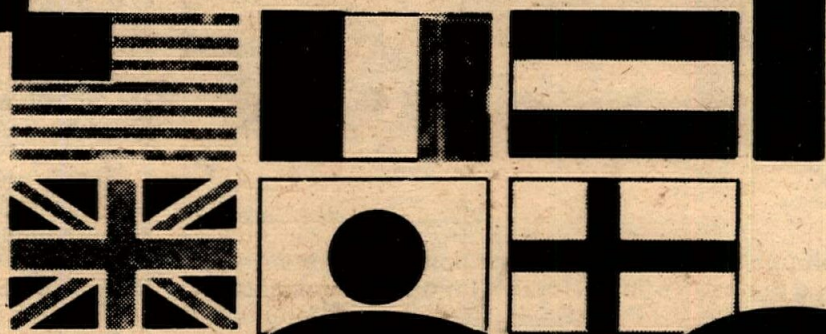
ISDT team manager Al Eames is optimistic about our chances. "There is no doubt, but that this year's ISDT will be one of the toughest in recent years," said Eames recently.

"However," continued Eames, "our trail riding ability and stamina should constitute a big plus due to the almost 85% average of woods versus paved roads. I believe we're going to do it to them in the woods. This is where the ISDT will be won or lost and that will relieve a little of the pressure on the riders when competing in the special tests. Remember, both the Austrian and the Isle of Man events were decided by the special test scores. I don't believe that it will be the same this year, and that should be to our advantage."

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Riders Only

SATURDAY: Qualifying heats, 250cc Light-
weight International

SUNDAY: CHAMPION SPARK PLUG "200"
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Victor Paloma — Spain

Gregg Hanaford — Australia

Patrick Pons — France

Boet Van Dulmen — Holland

Johnny Cecotto — Venezuela

Phillippe Coulon — Switzerland

Christian Sarron — France

Hubert Rigal — Monaco

Christian Estrossi — France

Warren Willing — Australia

Fernando Cammaert — Columbia

Gerhart Vogt — West Germany

Sadao Asami — Japan

The weekend's racing also fea-
tures an international sidecar
race which will include the
world's top sidecars.....

R. Biland/K. Williams-Switzerland

A. Michel/G. Lecorre-France

G. O'Dell/C. Holland-Great Britain

W. Schwarzel/A. Huber-West Germ.

R. Steinhausen/S. Huber-W. Germ.

Also featured are the Vetter
Superbike Production Race
and a 250cc Lightweight Race.
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This Weekend Laguna Seca Monterey, California



Rock Run winner Dick Burleson (center) follows another rider through a stream crossing and past spectators while another rider works to get his bike started. The win clinched Burleson's (inset) fourth National Championship enduro title.

King Richard racks up the Rock Run, clinches fourth National Championship

By Boyd Reynolds

BARNESVILLE, PA., AUG. 21

Four points separated AMA National Enduro Champion Dick Burleson's High Point score from the second best performance among the 450 contestants at the Lehigh Valley

Dirt Riders' 125 Mile Rock Run National Enduro. Riding his employer's brand, the Husqvarna Service Manager dropped only nine points in the Pennsylvania contest to sew up his fourth consecutive National Championship crown only a week before heading out for Czechoslovakia

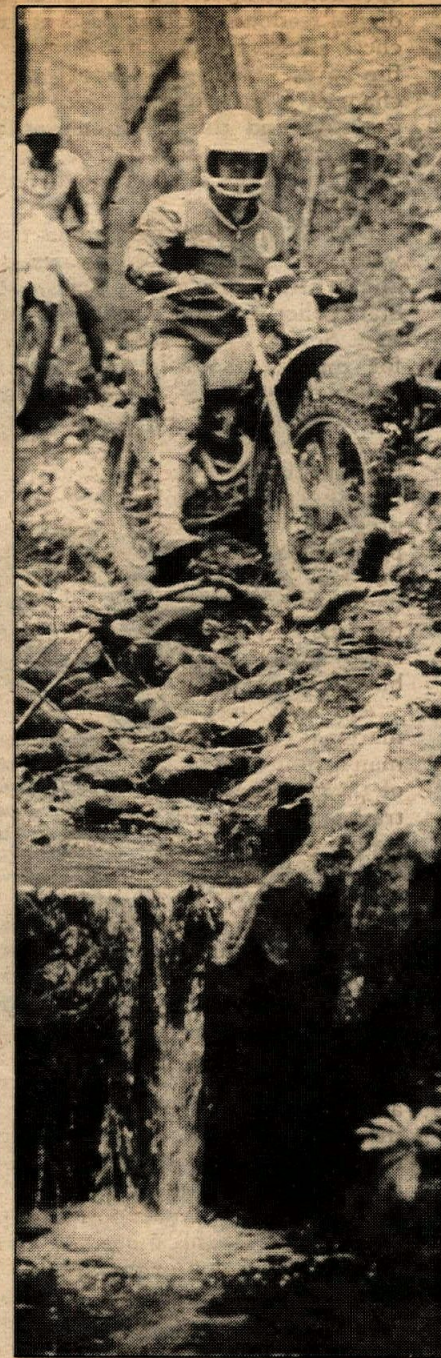
to compete in the 52nd International Six Days Trial.

Unlucky thirteen was turned into lucky thirteen for Team Suzuki rider Hurluf Johnson of Massachusetts as he became the number two man overall, High-Point A, in what many felt was the best enduro of the season.

Following closely behind the popular New England Trail Rider winner was the equally popular East Coast Enduro Association rider Bruce Kenny of New Jersey. Bruce dropped only 14 points on another Team Suzuki PE250.

At many events there is a considerable point spread between the A riders and the B contingent. This was not the case today, however, as B rider D.C. Graver squeezed his Ossa into fourth overall with a loss of only 19 points. Along with his High Point silver bowl, Graver also received congratulations from the AMA's Al Eames for becoming a Class A rider.

Several years back, in an effort to find not only a better way to promote their event, but to give the riders



Ms. class winner Beth Cooper picks her way cautiously through the rocks.

something useful, the Lehigh Valley Dirt Riders decided to present silverware rather than trophies as do most other clubs. Their event is now one of the most popular in the east, and certainly the awards are the most sought after.

Heavyweight riders T. Cieman and R. Goodpaster followed in the overall scoring with a 21 and 22 point loss. Both riders were rode Maicos. Can-Am team rider Skip Olson had a bad day, but his traveling partner Kevin Snapp won the medium weight class with a 29 point loss right behind light weight champion K. Qebul who lost 24 points on a Penton. New Jersey's Beth Cooper won women's honors on a Honda, and B. Bowen took Senior on a Suzuki.

Rock Run is noted not only for its rocks but for its precision in planning and promotion. It is held in the coal district of Eastern Pennsylvania, and the open terrain up one ridge and down the next is vast and challenging. The trails are rideable and the marking superb. Large 36x40 "X" road crossing signs greet riders before every entry onto pavement and if the area was congested or dangerous there was a brightly clothed flagman there to stop either riders or automobile traffic as necessary.

The club has virtually computerized the whole event. Each rider received in advance a large post card with an attached computer tab that listed his rider number and any other pertinent data. Printed on the card were the speed changes and averages, layovers and gas stop statistics. Battery

Herluf Johnson splashes his way past Wolfgang Krause on his way to taking High-Point A honors. The River Run crossing was near the end of the event.



operated computer time clocks and digital readouts hung on posts at each check and served the same purpose as flip cards. There were several speed changes, a ten minute layover at one gas stop and thirty minutes at the other which was the end of two independent loops out from the starting point.

Despite all these precautions there were still some minor injuries and about fifty riders were held up at a State police road block just after a stop sign. Several riders received citations for running the stop sign and for failure to have their license, registration or proper inspection sticker. This might not have occurred had the riders adhered to the stop sign, but once it got started, it lost precious minutes for many competitors who not only obeyed the law but had legal machinery. They still had to stop and prove it. At one point the troopers were so busy that many eased quietly past on their illegal bikes.

Although inspection may be a marginal requirement in the minds of many enduro riders due to the nature of their equipment and the constant trail damage, there is no excuse for improper vehicle registration or failure to stop for a stop sign, speeding on public roads or any other traffic violation. This is one of the key factors that is whittling away at the future of enduro contests as we know them today.

Aside from these hazards, King Richard managed to roll on in his steam roller conquest of all who step up to challenge his superiority in the art of cross country riding on a precise time schedule. Even Dick will admit that he quite often makes mistakes, or his equipment does break, but he keeps them minimal with proper training of both his mind and body, and in preparation of his equipment. Like all factory team riders he does have an edge in the preparation department, but many privateers have proven that this edge can be cut pretty thin. Dick Burleson is a steady consistent rider, and that makes him a consistent winner.

Part of the day was overcast, and for a while it looked like it might rain. But the clouds pushed off as the sun shone intermittently with temperatures in the 60s.

The promoters' system of hanging the riders' time cards on nails in a vertical row on a large display board and then dropping them down a notch as a better score comes in works effectively. They had results by 6 p.m.

While most riders filled up on hot dogs and delicious local corn downstairs in the Grange hall, the scoring was completed. And it was still daylight when the winners left for home.

Results

Overall: Dick Burleson (9) Hus.
High Point A: Herluf Johnson (13) Suz.
High Point B: D.C. Graver (19) Oss.
Senior A: 1. B. Bowen 64 (Suz); 2. G. Young 82 (Pen); 3. F. Soltner 106 (Hus).
125cc A: 1. K. Oebul 24 (Pen); 2. J.E. Mitchell 40 (Pen); 3. J.E. Borden 59 (Pen).
200cc A: 1. Kevin Snapp 29 (C-A); 2. A. Paltriner 30 (Pen); 3. S. Quicel 36 (Yam).
250cc A: 1. Bruce Kenny Team 14 (Suz); 2. V. Traviani 23 (Pen); 3. Ted Worrell Team 26 (Suz).
Open A: 1. T. Ciemon 21 (Mai); 2. R. Goodpaster 22 (Mai); 3. J. Topolski 25 (Suz).
Senior B: 1. C.H. Bean 76 (Oss); 2. D. Cambell 164 (Yam); 3. D.D. Smith 191 (Hus); 4. D.A. Gephart 241 (Yam).
125cc B: 1. D.L. Borden 32 (Pen); 2. S.J. Michalski 48 (Pen); 3. A. Rippert 61 (Hon); 4. D. Heidert Hodaka 93.
200cc B: 1. S.J. Decker 32 (Pen); 2. B. Evans 32 (Pen); 3. D. Rossi 34 (Yam); 4. Kevin Reynolds 39 (Yam).
250cc B: 1. R.D. Mathers 26 (Oss); 2. E. Esposito 28 (Oss); 3. C. Schmitter 34 (Hus); 4. C.L. Duke 42 (Suz).
Open B: 1. J.R. Williams 34 (Hus); 2. A.C. Bannsen 38 (Hus); 3. Andy Shukaitis 39 (Yam); 4. E. Booth 42 (Hus).
125cc C: 1. B. Rehetch 100 (Hod); 2. C.W. Huegel 134 (Hon); 3. R.C. Menzel 162 (Hon); 4. D.S. Dannek 215 (Hod).
200cc C: 1. M.S. Voigt 45 (Pen); 2. D. Collins 57 (Yam); 3. C.H. Glade 79 (Yam); 4. S.D. Kupstas 88 (Herc).
250cc C: 1. D. Barrick 52 (Suz); 2. J. Spencer 55 (Suz); 3. D. Klandis 64 (Pen); 4. S. Crocerea 64 (Mai).
Open C: 1. S. Witwer 35 (Yam); 2. R. Brownwell 56 (Hus); 3. D. Wasser 78 (Hus); 4. D. Sanitch 86 (Hus).

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Sun. Aug. 28, 15 of 16
National riders including
winner **Ted Boody**
rode **Harley-Davidson**.



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I did not mention Yamaha, Harley Davidson, Bultaco or Ossa because we already know they are proven winners. Any of these 8 engines are ready and willing to win a National Championship. What I am trying to say is - let's get to work. I for one am tired of seeing 1 or 2 brands win every time, aren't you? If I left out your brand, don't despair, there are 4 more just as good as those noted.

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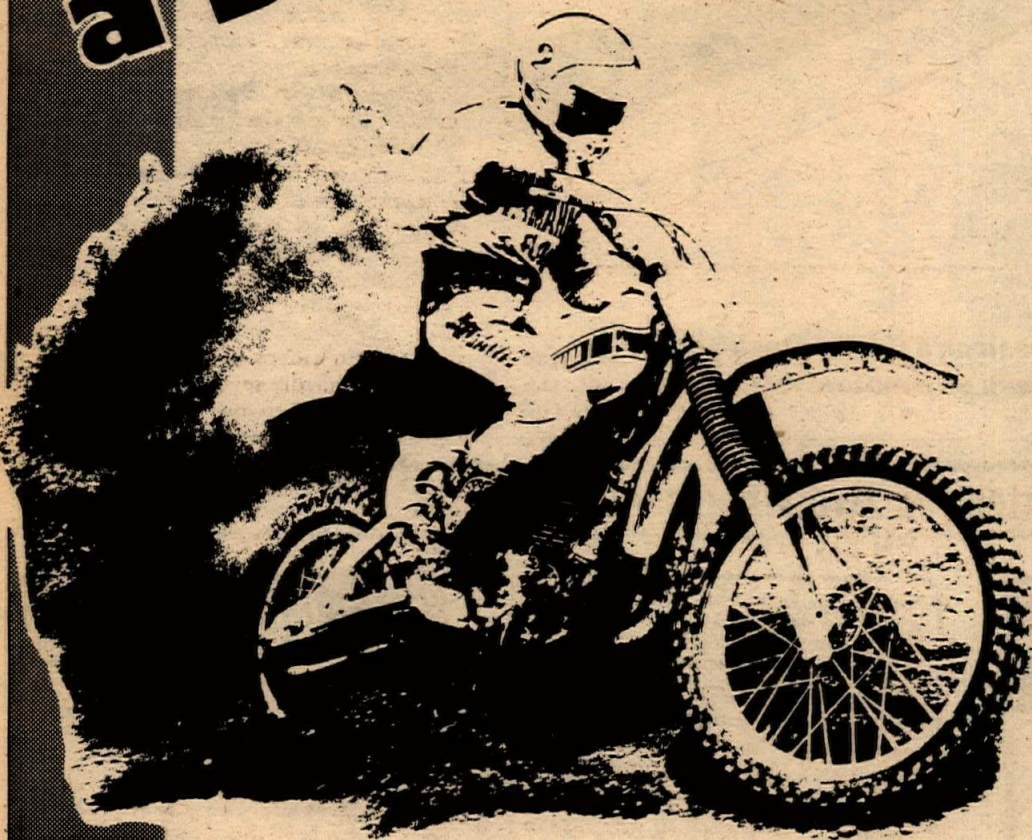
This goggle is the newest addition to the line and is fashioned after the popular 970 model, featuring a clear inner lens, with two (2) clear tear away lenses. The 975-Cross also features the extra wide (1 1/8") elastic, adjustable, reinforced headband for snug, comfortable fit. It also has the soft, absorbent chamois inner facing over a thick cushion of foam. The roll-over air vents, both top and bottom, provide plenty of air circulation.

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Opinion

National Championship motocross is in for a big change



By Jim Gianatsis

There's a new proposal before the American Motorcyclist Association's Professional Motocross Board. It's a plan to do away with the present system of three National Championship classes--125cc, 250cc and Open -- and the three National Champions that go with it. Instead, there will be one series of National races and one National Championship. The proposal is finding a lot of support, and in one form or another, AMA Professional Motocross Manager Mike DiPrete hopes to have a new system in effect for the 1978 racing season.

The reasons for having just one National Championship series are numerous. Tops on the list is the purpose of making professional motocross easier for the general public and the news media to understand. By doing that, professional motocross will be easier to promote and easier to sell. The result is that everyone involved will benefit from it. Riders and promoters will earn more money, and the spectators will see better racing at better race tracks.

The present system with three National Championships adds to the confusion of professional motocross in America. Pro MX already has champions for other events like the Florida Winter-AMA, Supercross, and Trans-AMA Series. By narrowing the National Championship down to just one series, all the top riders in America will finally be racing against each other on the same outdoor tracks to find out who is the best.

Outdoor motocross, the National Championship in particular, is in serious trouble due to the fall-off of spectator attendance, although the AMA, race promoters and the motorcycling press would have us think differently. Other than a few special tracks like Hangtown and Unadilla where spectators come for the occasion along with the racing, average turnout for an outdoor National Championship motocross is 2,000 to 4,000 spectators. Part of the reason is that spectators like the convenience and spectacle of stadium racing. Also, not all the top riders in the country show up for a National race, especially when two National classes or World Championship race dates conflict, running on the same weekend. Why drive 2-4 hours to see a 125cc National when all your favorite heroes are racing at the Carlsbad GP on the other side of the country?

Because of conflicting race dates and the difficulty of making any money promoting an outdoor National, the AMA has a very difficult job finding good promoters. That's why this year we've been subjected to Nationals held way out in the country, hours from any major metropolitan area. When only two thousand spectators show up it's no wonder the promoters never hold another National. Part of the reason is that most promoters don't know how to promote a race -- and the AMA certainly isn't helping them in that respect -- but that's a subject for another article.

The only question under debate regarding next year's revised National Championship is what class or classes to use. Presently, the riders with the biggest voice in AMA decision making



are asking for 250cc and Open class bikes. These are the older, bigger riders, who do well on larger displacement bikes. What they'd like to do with the 125cc bikes is let them provide the Support class show at Nationals so the younger, less experienced riders will have their own class to race in.

But making the 125cc class a proving ground for new riders isn't too realistic. There's not enough money in the Support class that an independent rider could afford to go to more than one or two races. And, for the major Japanese manufacturers, the 125cc motocross bikes are big sellers. If 125cc bikes lost their National status and were no longer raced by the factory teams, sales of motocross and dirt bikes would probably suffer as a result.

The final argument for the 125cc class is that if someone is going to be crowned National Champion -- the best rider in America -- he should be able to prove himself on all three sizes of bikes. This would be much fairer for all riders concerned; little riders like Honda's Warren Reid would have just as fair a chance at the Champion-



ship as a big rider like Maico's Steve Stackable or Suzuki's Tony DiStefano.

Some riders may protest that they can't ride a little 125cc machine or a big 400cc bike, but this year that reasoning has been buried in the dirt. The majority of top ten riders in the 125cc National class weigh at least 160 pounds. Jimmy Weinert came close to pulling off two 125cc National wins, and Tony DiStefano placed third overall at a 125cc National Qualifier in St. Joseph, Mo., the first time Tony has even sat on a 125cc bike in six years. Little guys have proven to be equally as fast on Open class bikes, with Bob Hannah and Marty Smith both posting Trans-AMA wins before their 20th birthday.

Another reason for including the 125cc class with the 250cc and Open is that all manufacturers now competing on the National circuit build and sell bikes for all three classes. Perhaps only the Japanese companies have competitive bikes in all three classes, but this would certainly provide the European bike manufacturers with some incentive to build more com-

petitive bikes, especially in the 125cc class. In the long run, both the manufacturers and their dealers would benefit. A manufacturer may still choose to compete in the National Championship on just one or two displacement size bikes, allowing him the opportunity to advertise individual race wins when they happen. But he probably couldn't put together enough points towards winning the National Championship.

In fairness to all involved, riders and manufacturers, and what I feel is the best solution, is to use all three displacements towards winning the National Championship. The AMA could put together next year's Championship with five races on each size bike, for a total of 15 races during the year. There would be no more conflicting race dates, all the top National riders would be at each race, and every rider would have a fair shot at the Championship.

The only argument against the idea might be that an independent rider couldn't afford the three bikes needed to follow the entire National Cham-

pionship circuit. I hardly think this would prove a factor, because the same situation presents itself under the present system. If a rider has only one bike and can afford to make only three or four races, he'll race those Nationals his bike size conforms to, anyway. Other than the additional competition from the increased factory riders present at each race, nothing will change for the Privateer.

Hopefully, under the proposed new system all 40 riders will get a share of the purse in the National class to make things easier for the privateers. Presently, AMA purses at outdoor events pay down no further than 20th place overall, and even then anything past 10th place isn't enough to pay expenses. But then, that's another one of my soapbox talks.

The new National Championship system for next year should go a long way in increasing the appeal of outdoor motocross. There are a few additional changes that need to be made, however, to improve the present format of a national race so it doesn't take all day to run. Under the present

system, practice gets underway at 9-10 a.m. on Sunday morning, followed by qualifying and consolation motos in both the Support and National class before the feature motos finally get underway at 3 p.m. in the afternoon. It's not unusual for the final race to end anywhere from 7 to 8 p.m. Sunday evening. Most of the spectators have already left for home after the first set of feature motos. It's a sad sight to see only 1,000 spectators left to see the last National moto, an occurrence that's happened more than once this year.

What needs to be done, and is presently under discussion by the Professional Motocross Board, is to hold the necessary qualifying motos on Saturday. This way, Sunday's National race could get underway promptly at the advertised time of 1 p.m. and be finished up by 4 p.m. Spectators would get to see the racing they came for without having to sit through an all day ordeal. It would also be easier on the riders and their teams who don't have to qualify.

For the independent riders, Saturday qualifying would be a better deal for them as well because they'd get the chance to race longer 20, 30, or 40 minute motos. It would give them a chance to improve their riding skills which Sunday's short 10-minute qualifiers hardly afford. In fact, the qualifiers are the only races most independent riders get into anyway. Of the 80-150 riders who enter a National, 30 of the 40 riders who finally qualify for the feature are the factory riders. It only seems fair that an independent rider who travels half way across the country to race a National gets to race more than the present 10-minute qualifiers.

The only barrier to running qualifying on Saturday seems to be the promoters, who feel they can't afford to hold two days of racing and with it the additional cost of track personnel, AMA officials, track preparation, etc. Hopefully, the increased spectator attendance from the improvement in Sunday's National show will allow the promoter to hold Saturday qualifying. In addition, the AMA should allow the promoter a small portion of the riders/mechanics signup fees, all but a dollar of which goes to the AMA for insurance and administration. The other dollar from each signup fee goes into the riders' point fund which is distributed among the top ten riders at the end of the year. This hardly seems fair, since the factories pay their own riders' signup fees while the independent riders pay out of their own pockets, and it's the factory riders who collect on the point fund at the end of the season. This dollar shouldn't be charged to the riders, but if it is, it should go to the promoter who isn't allowed to charge admission to anyone but a spectator at an AMA professional event.

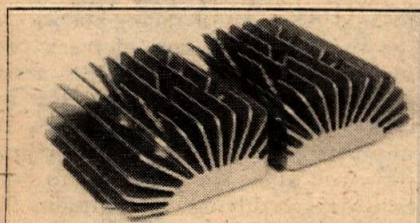
This year the format was changed in the Supercross Series to make it easier for spectators, press and everyone else to understand. At first there were a few complaints, but now everyone seems to agree that the new Supercross Series is the best thing that ever happened to motocross in America. Now, outdoor motocross is in peril of dying off unless changes are made to make it appealing again. Hopefully, these proposed changes for a new National Motocross Championship next year will go through, and outdoor motocross will once again gain the prominence in America that it still enjoys on its home tracks of Europe. •

PRODUCT GUIDE



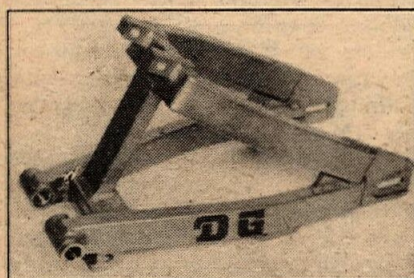
"Two Wheels — Alive!" TV show

The slam-bang world of competitive motorcycle racing and exhibition riding by foremost riders in Europe and America comes alive in "Two Wheels — Alive!", a 30-minute TV action special, now being shown throughout the U.S. Produced by noted action film producer Peter Starr and sponsored by Pennzoil and Gumout, "Two Wheels — Alive!" offers spine-tingling entertainment, loaded with natural comedy, dynamic music, and excellent slow motion photography. One segment shows the special world of bike racing for kids, including mini-bikes, mini-race tracks, mini-trophy girls, and king-size trophies. Check your local TV listings for date, station, and time.



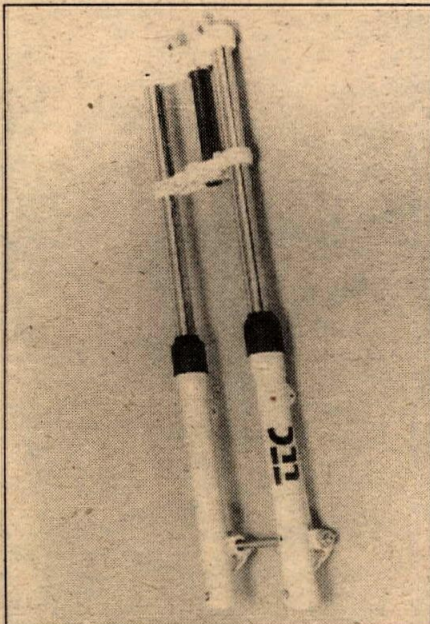
RD350 and RD400 head sets

DG performance's first items for street scratchers are these RD-350 and 400 radial heads. DG has taken their knowledge in racing and come up with a set of heads to cool and increase power of the famous Yamaha RD's. Cost for the gold anodized heads are \$99.50 per set from your DG dealer or from DG Performance Specialties, 1170 Van Horne, Anaheim, CA. 92806. (714) 630-5471 or 996-4430.



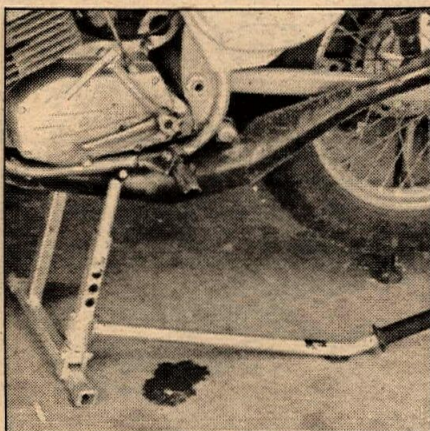
YZ250D and YZ400D swing arms

DG is knocked out over their new YZ250D and YZ400D aluminum swing arms. The YZ250D arm is made to stock length. The YZ400D unit is 35mm longer than stock. These monoshockers are made from heat treated, stress relieved, aluminum alloy. Both come complete with bronze bushings and anodized gold from DG Performance Specialties.



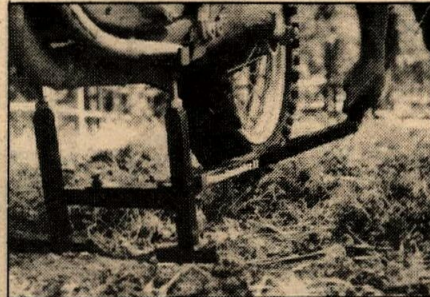
Tough Terrain Forks

TTC forks are off-road quality and performance on a front end suspension at an affordable price. These new forks are easy to install on most popular off-road bikes, but the makers strongly recommend that the job be done by an experienced machanic. The bright yellow TTC forks give a full 9.75 inches of smooth travel with hard induction chrome finish on the extension tubes, light cast alloy legs. Extended length from tube tops to axle is 34½". Overall length fully extended: 39 inches. They are supplied with breather caps, handlebar mounts, hardware, steering stem set up to fit most Yamahas, Kawasakis or Suzukis, or for 1" STD. Taper roller bearings. Also included is a set of chrome silicon true progressive 18-25 springs and a 12 or 15 MM axle. price: \$220. TTC Products, 155 E. Liberty Ave. A & B, Anaheim, CA 92801. (714) 526-3322.



Stand on it!

When you have to prop a lot of different scoots in the course of a day, like we at CN often do, you really appreciate a new invention like this adjustable motorcycle stand by Joe Bolger. The heavy gauge unit lifts up to 500 lb. bikes with frame tubes from 4" to one foot wide. It clears the biggest downpipes. Vertical height goes from 12" to 16" in easy one-inch increments. No tools are needed. We've never found a dirt bike it can't handle. It can be folded for easy storage when not in use, and there are no loose parts to get lost. All this for only \$29.95 from Full Bore West, 13712 Alma Ave., Gardena, CA 90249, or see your Full Bore dealer.



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"Standmaster" is an adjustable stand for the low-bucks biker. It comes as a plain old prop for \$19.95 or with a fulcrum lifting handle for \$24.95. From D&K, 9011 Georgia Lane, Modesto, CA 95351. (209) 521-6914.



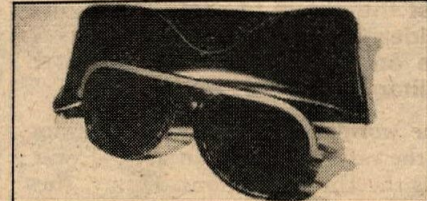
Bates' new cycle sweaters

Four new sweaters that say motorcycling in an attractive way are machine washable and come in small through extra large sizes for men and small through large for women. Bates new "MXer" (left) is a sporty, crew-necked number blue or rust tones for \$25.95. The single-pocket "Cardigan" is a lightweight sweater. Its zippered front can be worn open, half closed, turtlenecked, or all the way up. \$27.95 in blue or brown with complementary stripes and motorcycle design. Add \$2 to cover shipping if you order direct from Bates Industries, Box 2668, Dept. NW, Long Beach, CA 90801.



Hondaline windbreakers

These jackets have two concealed zipper pockets and the Honda patch. A bunch of new colors are offered. All jackets are made of 100% weather-coated nylon for protection against the elements. Also available is the insulated liner which zips into any of the jackets. At your Honda dealer. \$21.00. Youth jackets \$17.95.



Quality sunglasses

Scott USA sports sunglasses feature a chassis made of the finest ophthalmic plastics available. The stainless steel torsion bar with spring steel quality give the frame consistent holding to fit closely onto the face. Flexible vinyl coated temples are easily adjustable by the wearer to fit individual faces. The ophthalmic quality CR-39 hard resin lenses have been precision ground and polished to zero correction, with a special lens color developed for use in all sporting activities, as well as general outdoor wear. \$40. from Scott USA, Box 1418, Sun Valley, Idaho 83353.



"Pro Honda" goggles

The "Pro-Honda" line consists of youth, adult and adult over-glasses models. All feature foam filtered ventilation and cantilevered strap hanger (with tearoff post) for perfect fit over helmet. There is a red, white & blue adjustable, wide, elastic strap with the Honda name bracing the top vent. All goggles come with clear lens installed and an additional smoke lens packed in the carton. Many lens options are available from polarized to anti-fog. \$5.95 to \$10.95 from any Honda dealer.



Enduro Computer

New standard model CC-4 from Digitronics helps zero those checkpoints without the need for roll charts and watches. Operation is simple, just dial in the desired average speed, press the Run button and ride to keep your odometer reading matched to the display readout. Accuracy is assured by use of a quartz time base, resulting in less than 53 feet of error in a 100 mile enduro. Bright, easy to read liquid crystal display reads to 99.99 miles then rolls over to 00.00. All controls are designed to be used with gloves on, and have switch guards to prevent accidental activation. Switches have O-ring seals and the display has a flush-mount glass lens for protection. For areas utilizing Brand X rules, unit may be ordered with an optional fast forward. The CC-4 is human engineered to serve the first time rider as well as the most serious competitor. Price is \$149.95. Fast forward option is \$10. Other models from \$139.95 to \$199.95. See your dealer or order direct from Digitronics Inc. 7251 Garden Grove Blvd. Garden Grove, CA 92641. Phone (714) 894-1611.

(Continued from page 2)

nominate a new BLM director this month, perhaps. Meanwhile, associate director George Turcott heads the bureau.

BLM is trying to give us a new 178,000 acre desert area around Cadiz Valley, CA for racing. But first they have to prove it is not a wilderness. There are few roads in the area, but lots of unexploded military ordnance.

The world's desert areas are growing at the rate of 14 million acres a year, says the United Nations. Funny, they seem to be shrinking around where we ride. Last weekend we had to drive 400 miles to ride 100 miles.

Ulf Karlson won the Swedish round of the World Trials Championship August 28. Americans Bernie Schreiber (Bul) and Marland Whaley (Hon) finished eighth and 11th respectively.

Rob Shepard won the September 1 Trials Championship round in Finland on a four-stroke Honda. Schreiber was sixth, while Whaley again found himself in 11th. The finish went: Shepard (58), Vesterinen (63.2), Lampkin (64), Coutard (66), Karlson (67), Schreiber (79), Andrews (88), Rathmell (88.1), Timeko (89), Sukira (89.6), and Whaley (96.1).



PHOTO COURTESY MOTOR CYCLE

Here's the first look at Kawasaki's new KL 250 four-stroke. It is based on the Z200 street bike engine without the electric starter, has a floating rear hub and 5-speed box.

The two oldest Hondas entering the Los Angeles Birthday Tour will get special prizes, so dust off that Benly or Dream and sign up Sunday, Sept. 18 from 7 to 11 a.m. at Griffith Park Crystal Springs area.

Drag Specialties is building two "Star Wars" dragsters for quarter-mile competition in the U.S.

Harley-Davidson's 1978 models will feature rubber-mounted engines.

Burglars struck Racecrafters and Kolbe Cycle in California again, stealing nothing but Lester alloy wheels and Kerker exhausts. If anyone offers you a red-hot bargain on these items, get a license number and contact Biker. The modus operandi is to shoot out a window, clock how long it takes security to respond, then come back a few days later for the actual heist. Dealers, take warning.

If your radar detector isn't already obsolete, it is about to be. Police departments are buying radar that operates in the K-Band, a frequency more than double that of the X-Band commonly used.

Plans for a coast-to-coast motorcycle fuel economy run Sept. 9 have been approved by the Federal Energy Administration. WERRA's Road Division is credited with the idea. 20 new bikes will leave Philadelphia and arrive in Los Angeles Sept. 18. You can contact WERRA at (215) 687-8420.

DUNLOP WINS AGAIN on the K-88.

St. Petersburg, Florida- 500cc National

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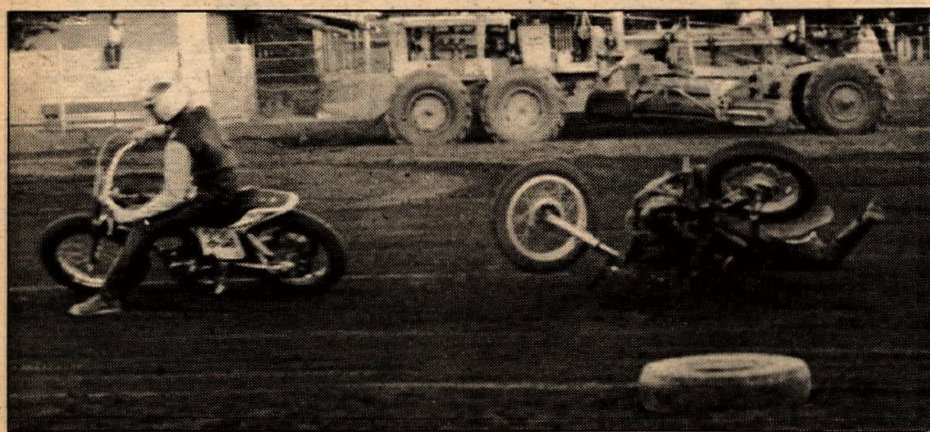
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NORTHERN DATELINE



There's no need to write a long caption for this Santa Rosa short track picture, so we'll shorten it: "Ouch!"



Mike Walker (C11) holds off a menacing Monte Mitchell (9) in Washougal's 250 Pros.

Santa Rosa Short Track

By Carol LaBarre

SANTA ROSA, CA, AUG. 27

Fenn Pervier won the 360 Expert class by a country mile, proving that changing jobs and getting married doesn't slow a good man down. Charles Gondola rode to another second with a desire to turn the tables on Fenn next time. Bob Boyer passed his way into third to cop the last trophy.

Kent McConnell won another 360 Junior main and should be turning Expert if he keeps it up. Ricky Vassallo finished second ahead of crowd-leasing Gary Davis, who was CZing his way around the high line on a well prepared track.

Keith Peehar from — Where's Milpitas? — won the 250 Junior class ahead of hard-charging Ron Whittaker and Dean Cleeton on a good looking Montesa.

Gary Rossi, from the racing Rossi family of Santa Rosa, led a dicing pack of 250 Experts with Tim Skov settling for second over John Waldener.

Little Tony Deatherage showed that style is more important than size with a fine ride from start to finish, beating Glen Olivera and come-from-behind Kim Wilson who was hoping for a few more laps on his quick Can-Am.

Dominic Salazar started from the penalty line in his heat and set the track on fire the rest of the night, winning his heat and the main in the 125 class. The race for second was intense with Steve Berra beating a very determined Craig Russ.

Results in Results Section.

Washougal MX: Azar hot as weather cools

By Jan Newman

WASHOUGAL, WA, AUG. 21

Washougal's added moisture was what it took for Clay Azar to be "Wired for go" in all three pro classes. He was so hot he was almost untouchable all day.

Kevin Lane and Bob Klemp led the first 125 Pro charge. Mark Gregson held third for a lap but a lap two spill dropped him to 15th. Klemp lost ground, too, in that lap leaving Ron Pomeroy in second. Azar had started from mid pack and nabbed first on lap four. Lane held second at the flag but Pomeroy had yielded to both Jim Anderson and Gary Racca (who had dumped it in the first turn on the scratch). Gregson rounded out the top six.

Ron Dimeo dropped out of the first moto after a bar-bending spill. He returned to lead round two. Lane was holding second again at the end of a lap. Pomeroy made way from seventh to second in the second lap but retired at midpoint with a collapsed wheel. Azar and Gregson played follow the leader through the pack until they got to Dimeo. At that point Gregson took both Dimeo and Azar. Azar followed into second for top money for the day. Lane pulled out a fourth for second money.

The 250 Pros was Gregson's show. He led all the way in the first race. Azar held second and Dimeo outlasted a battle with Tim Michlitsch for third.

Michlitsch led the second round

then yielded to Pat Jacobson who, in turn, yielded to Gregson. Azar followed Gregson's path again.

Gregson led the first Open Pro moto for two laps but Azar got by Gregson who was side tracked for a moment. He lost no time regaining second but Azar was out of sight.

Azar led all the way in moto two. Gregson was second again and Kent Adolphson put together a third and fourth for third place money.

Jerry Berggren and Bob Cicerchi tangled in the first turn of the Open Intermediates. Cicerchi went down, leaving Berggren out front but the meeting soon took its toll on him, too. His brake lever was smashed in and he crashed his way from front to back on the first lap. Vince Figone took over the lead but that came to an end when he approached the crest of Leach's Lump in a locked-up sideways slide when his tranny went sour. Dave Campbell eventually won the moto. Cicerchi returned to win round two but Mike Hickman's consistent seconds topped the day.

Results in Results Section.

Bursitis and bermshots at AME Veterans Cup

SANTA MARIA, CA, AUG. 20-21

The Over the Hill Gang toured North to attend AME's big two-day annual event, the "National Veterans Cup." Saturday's event was European Scrambles, one hour plus one lap on a designated six-mile course. The Gang shared the course with AME's Vets and were grouped according to engine displacement. Results of this event are pending at the time of this writing.

Sunday's event was the biggie, motocross action on Spillway's tough track. Expert, and new gang member, Carl Nelson (KTM) grabbed the holeshot and extended his lead every lap, going 1-1 for a first overall. Maniac Mike (KTM) and Jungle Joe (Yam) dived for second spot throughout both motos with Mike taking it at the finish line. Kinky Ken, Stubby Steve and Roach Rich followed.

The Amateur's "speedy one" was a new member from the Las Vegas chapter, Ray Charlesworth, who won motos for the gold. Plucker Paul got off the line slowly but was able to slip by several riders to take second place. Evenly matched riders fought for third place: Driller Dale (Bul), Dorky Dave (Suz) and Beautiful Bruce (Mai), with the final decision going to the Driller.

Nauseous Norm (Kaw) who later said, "This was it, the one race I wanted," got just that; first place in a hard fought race against other riders with the same mad desire. Amorous Alan (Suz) who was fourth in the first moto, zipped into the second moto lead at the first turn and held the lead until a Green Meany-mounted Nauseous Norm outmaneuvered him. Alan had to settle for second. Begonia Bill (Hon), although made to start backwards in his second moto for stretching the rubber band in his first start, finished an impressive third overall. Steve Pobjoy, Dung Dennis, Chunky Chuck and Absent Al were finishers in that order for their trophies.

Although beaten by Baboon Bob in their first moto, Come-on-Chuck came back in the second moto to win overall. Decomposed Dan and Baboon Bob fought an evenly matched race

with Bob going 1-3 for second place. Dan took third. Droopy Dick, Jowls Jim, and Chiseler Chuck finished in that order.

One noteworthy item in the two-day event was the fast, courteous ambulance service. Although not needed for any serious injury, "Doc" and "Lady Doc" (associate members of OTHG) ever-alert, were on-the-spot to give aid.

The lovable Old Timers MX Assn., 42 strong, also attended. Marvin Olson won the Masters class for the umpteenth time, followed by Blackie Lewis. Long John Selder finished third in his first attempt at this class.

Bob Millner won the Expert class, leading Dick Frampton and Bill Bird.

Tonka Truck-sponsored Jerry Scott topped the Amateurs, with Pete Klassen and Dick Alexander completing the top three.

Larry Smith took the Novice class. Everette Hatler and Kid Koffman finished ahead of the second moto winner, Dan Casson, who couldn't overcome his first-moto ninth.

Results in Results Section.

Waxham and Pettigrew survive second qualifiers

By Joyce May

PLYMOUTH, CA, AUG. 28

This was the second Amateur Nationals Qualifier race.

The 125 qualifier was the fifth race of the day. Dana Waxham, from Rocklin, never had a serious challenger. He stretched his lead over two-thirds the length of the track. Jim Olson of Phoenix held onto the number two slot for several laps. Then Dave Coupe of Yuba City pulled up to him and a close battle raged for three full laps until Olson's bike locked up on him. He eventually got moving again but was a lap down.

The 250 Experts were next. Ted Gumbmann from Redding took the lead and kept stretching it out the whole race. Local boy Jim Leshiewski from Plymouth held second the whole race while the third spot changed hands quite often. Eric McKenna (Redding) hung on to it.

As this race was finishing the Open Experts were starting. Chuck Pettigrew of Lucerne Valley had total control of the race all the way. The soft, shady track seemed very much to his liking as he flew around it, extending his lead to one-and-a-half minutes by the end of the race. Top rider from last week's race, Chip Howell of El Cajon, working his way up from 11th on the first lap, had to be satisfied with a fourth spot finish.

The 13th race of the day was the second for the 125 Experts. By now it had become very warm, with a hot, dry wind blowing the super fine dust around. Waxham once again dominated this class with seemingly very little competition.

In the 250 class Leshiewski took the lead only to have Gumbmann take it away in the second lap when he had problems. Gumbmann, too, had bike problems. It was Allan Bertluti of Reno who became the next leader. He had been biding his time for four laps in the second spot. Leshiewski was not to be held down, however, and once again captured the lead which he held to the finish. Bertluti held onto second until the last lap when McKenna, who had been dogging Bertluti for several laps, gave it all he had and took over

second.

Final qualifier of the day started out spectacularly as five bikes crashed on the straightaway. Three riders were up with their bikes and riding again, but Lance Beauchamp's bike was demolished. Howell was the only one with injuries, which were not serious; however, they kept him from riding.

Pettigrew's back tire was hit by Howell as the pile-up began, but managed to stay up and took the lead. It was his race all the way. Gonzales took the second spot with George Cheatham (Lodi) at his heels. Later, Alarcon took over the third spot, and finally, after a battle lasting several laps, took second away from Gonzales. Martin moved up to third, leaving Gonzales, who could barely hang onto the bike at the end of the race as the heat had really gotten bad.

Next race will be the Regional Qualifier to be in the Phoenix area on September 13th.

The first four overall riders in each class are: 125: Dana Waxham, Jimmie Wooten, Dave Coupe, and Tom Odekirk.

250: Jim Leshiewski, Eric McKenna, John Minor and Allan Bertluti.

Open: Chuck Pettigrew, Tim Alarcon, Wayne Martin, and Eddie Gonzales.

Standings in Results Section.

Petaluma MX

By Joseph Ramsey

PETALUMA, CA, AUG. 24

Over 250 riders turned out again this week for Wednesday night motocross at the Petaluma Speedway. Dave Wiggins continues to dominate the Open Expert class. In both motos Wiggins took the holeshot and smoked, winning by over half a lap. The only race was for second between Ross Powell and Ernie Sullivan (see results).

Dave Woodall swept the 125 Pros. In the first moto of the 250 Pros, Brad Kotsaris took the lead with Woodall close behind, unable to pass until the last lap. Woodall took Brad on the big jump.

In the second moto, Woodall got the holeshot and led wire to wire with Kotsaris keeping the pressure on all the way.

Results in Results Section.

Surprises at Medford

MEDFORD, OR, AUG. 26

Friday night wound up the regular season at Medford Raceway with the running of the championship races.

Grabbing two titles was Bruce Smylie, who took the 125cc and 200cc A mains. Robbie Iatt won the kid's class and Tony Speck got the 250cc title. Troy Snyder took the mini class title and Rich Word the open class championship.

Biggest surprise of the night was Vic Lilya. Having won the points title in the kid's class, and having to upgrade from the class next season, Lilya chose to take the step up for the championship races. Moving to the 125 class he won a heat race, beat Bruce Smylie in a very tight trophy dash, and finished second behind Smylie in the A main.

Jeff Campbell took the 10-lap money race, which ended the program for the night.

(Continued to P. 36)

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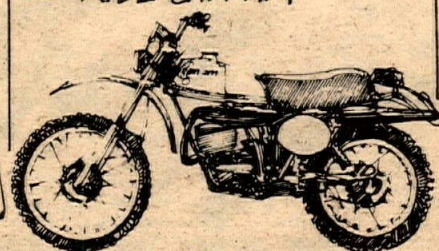
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PHOTOS BY BRIAN GEORGE



(Above) "The first guy I see not taking that line is gonna run around it 25 times." (Left) Sideline signals let the riders know what to do. (Below left) When the teacher rides a Husky, people listen.

Russ Darnell MX Schools

Smokin' in the classroom

By Brian George

If you're like most of us weekend motocross racers, you are more than likely very familiar, and extremely sick of those horrendous "Monday morning miseries." You know, those ever so frequent aches and assorted pains, and the totally ravishing strawberries all over selective parts of your bod which you received while tearing up your local track, then trying that ultra-trick line you thought up to pass even the hottest shoes on the course (but didn't quite make it). Then you go home, all banged up, wake up the next morning and wonder "What in the heck can I do to relieve the ole body of such harsh punishment?" Well now, here in the pages of *Cycle News*, we have come up with the closest thing to a solution. It's the Russ Darnell School of Motocross!

The school is based around Professor Russ and his extensive knowledge in the field of motocross competition, and is sponsored by Husqvarna. Russ is a longtime American motocrosser, and when you

hear of his racing totals, you will quickly understand why he can teach so well. Racing from 1953 up until 1976, Russ has competed in over 5,000 races throughout Europe and the United States. He spent a couple of his racing years battling with the Europeans on their own turf, and was really pleased with his results. Russ placed in the top six in every race in Europe in 1970. And did all this riding add up in his favor! Currently, he is teaching the United States ISDT team to motocross because of the strong emphasis on the special tests this year. That is all at Russ' expense, by the way. A few of the bigger motocrossing names that have come out of his schools are Illinois 500cc State Champion Don VanHoozer, Southern California's hottest upcoming rider Mike Bell, and the fourth fastest woman in the nation, Barbara Spielman.

The class which I attended was a two-day school in July at Saddleback Park, in Southern California. This is a popular spot for a lot of the hottest riders throughout the state and made an excellent teaching ground. And since Russ stresses that all new racing hopefuls spend more time sitting and watching than playing around on the track, there were plenty of lines and styles to observe and choose from, for each rider's fancy.

And, of course, there is the ever so smooth style of Russ himself. He is one of the few who can go out on almost any given day, any track, and nail the quickest lines around the circuit. And he will do this in the same time it takes most riders just to finish practice!

On Monday morning entries and fees were sorted out, and you receive a bunch of little goodies given to Russ to pass onto the class. When the signups are over, the professor exits his big motor home and rounds up the students.

First on the list of things to learn was stopping distances, how to play a freaky game with your front brake,

and how to work your way through a bunch of barrels. This was one of the most interesting parts of the class because you got to see how fun it is to try and turn at less than two miles per hour with your feet on the pegs, and exit the turn without centerpunching one of the barrels.

After the barrel rolling, you get to start venturing out onto the track and get into some serious learning. The lines you are used to using are right in front of your nose. Then, Russ sets your sights on the "pro line," and the minds of the students all freak out at how easy it is to be fast when you know how to pick the hottest lines! Next, Russ goes into why you are taking these specific routes, and why never to follow another rider around the track. Russ tells some neat stories about what can happen by going lap after lap in the same line behind the guy in front of you.

Three things are stressed in the school a little more than others. These are to use your front brake as a tool instead of something that automatically registers fear in the minds of some riders; to pick and manufacture your own line; and to make the track "one continuous straightaway." These aspects are taught along with other very important necessities to keep you in control of what's happening on the track while you are moving along at a rather high rate of speed. It is far from the familiar "gassit and hang on" method a lot of riders know and try to use.

Communication with the riders while out on the track is trick. Russ probably knows more than a hundred ways to get you doing things his way, by signals that are surprisingly effective. And he has been known to reach out and grab many a front brake lever of riders who are not putting them to use, and a trip on your nose is usually enough for most riders to get in the habit of using that funny little handle in front of the throttle.

As the class progresses around the track, taking it in sections, your brain starts seething away with all of the new racing tactics you've learned, and it's really tempting to go off and start blowing away other riders that aren't up on the new savage lines that are available on the course. As you get to the last section of the class, the starting technique, you've pretty much got it clear in your mind the riders that you can competitively race, and the shoes which you want to fee rocks-through their Jofas. It is not unusual to see two class graduates out for another hour just flat out racing each other after everyone else has gone home.

Along with the two-day schools, Russ teaches five-day classes, which offer more emphasis on the physical aspects of racing, go deeper into the track and line spotting, and give more personal attention to each student. The prices of the classes are \$30 for two days, and a hundred bucks for a week. Russ will teach anyone who wants individual training, and can spend a hundred dollars a day.

If you would be interested in attending one of the schools, or are a promoter or club member who would like to have a class scheduled at your local track, you can contact Russ at either (213) 367-1722, or write to Russ Darnell Motocross Schools, 14851 Genoa St., Sylmar, California 91342. The midwest base for the schools is at the Tipton Hills Raceway, Tipton, Iowa. This is a track that is relatively unknown, but is rated by Russ to be easily capable of holding a Grand Prix. And if you talk to Russ himself about it, he'll tell you that is as good as any track in Europe, and that's a good rating coming from a man who knows all the world's motocross tracks.

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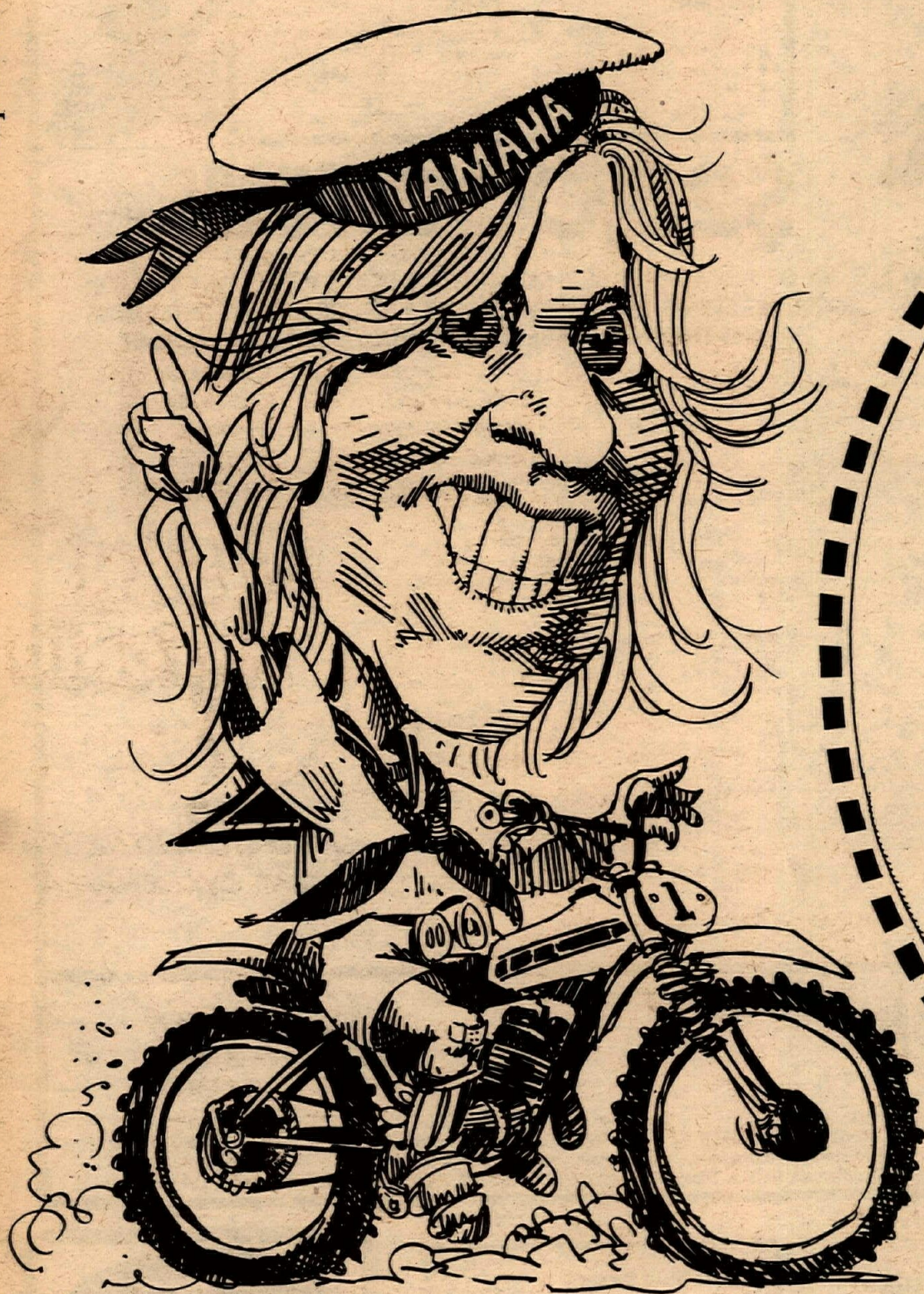
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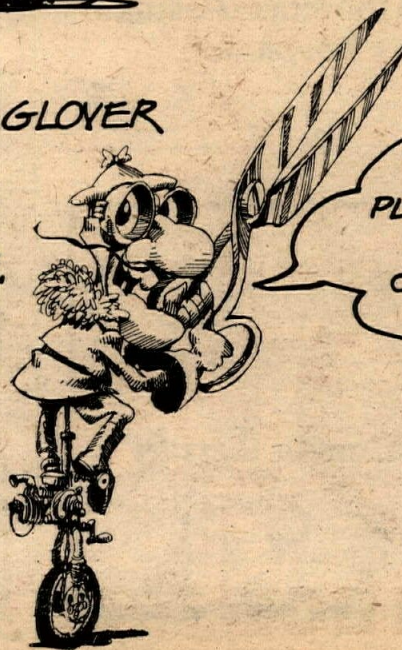
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September 14, 1977 CYCLE NEWS

RACE RESULTS

AUG. 14TH - SAN ANTONIO
CYCLERAMA

BROC GLOVER	1-1	YAMAHA
BOB HANNAH	2-2	YAMAHA
DANNY LA PORTE	3-3	SUZUKI
MIKE BELL	5-7	YAMAHA

 **SAN ANTONIO**

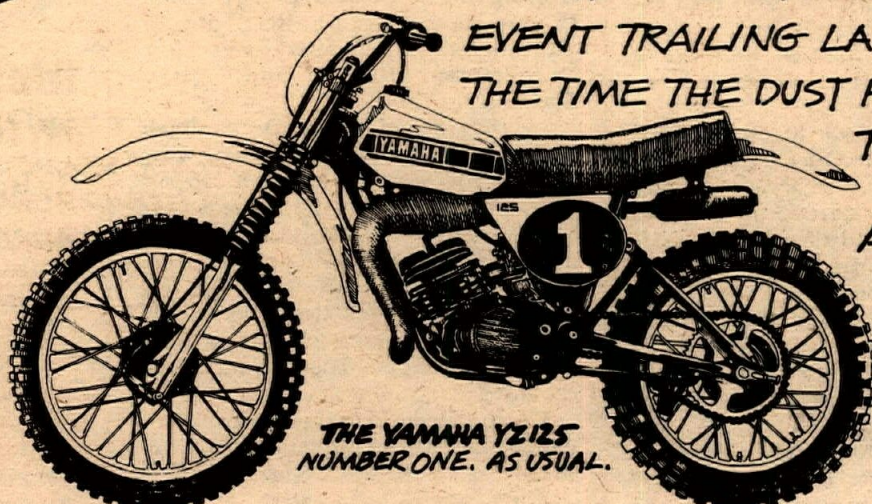
THE KID FROM EL CAJON, ABOARD HIS YAMAHA YZ125 MONOCROSSER, UPSET SERIES LEADER DANNY LA PORTE IN THE FINAL 1977 NATIONAL 125cc EVENT AT CYCLERAMA IN SAN ANTONIO, TEXAS.

SERIES RESULTS

FINAL 1977 AMA 125cc
NATIONAL MX STANDINGS

		POINTS	MOTO WINS
BROC GLOVER	YAMAHA	240	5
DANNY LA PORTE	SUZUKI	240	2
BOB HANNAH	YAMAHA	227	5

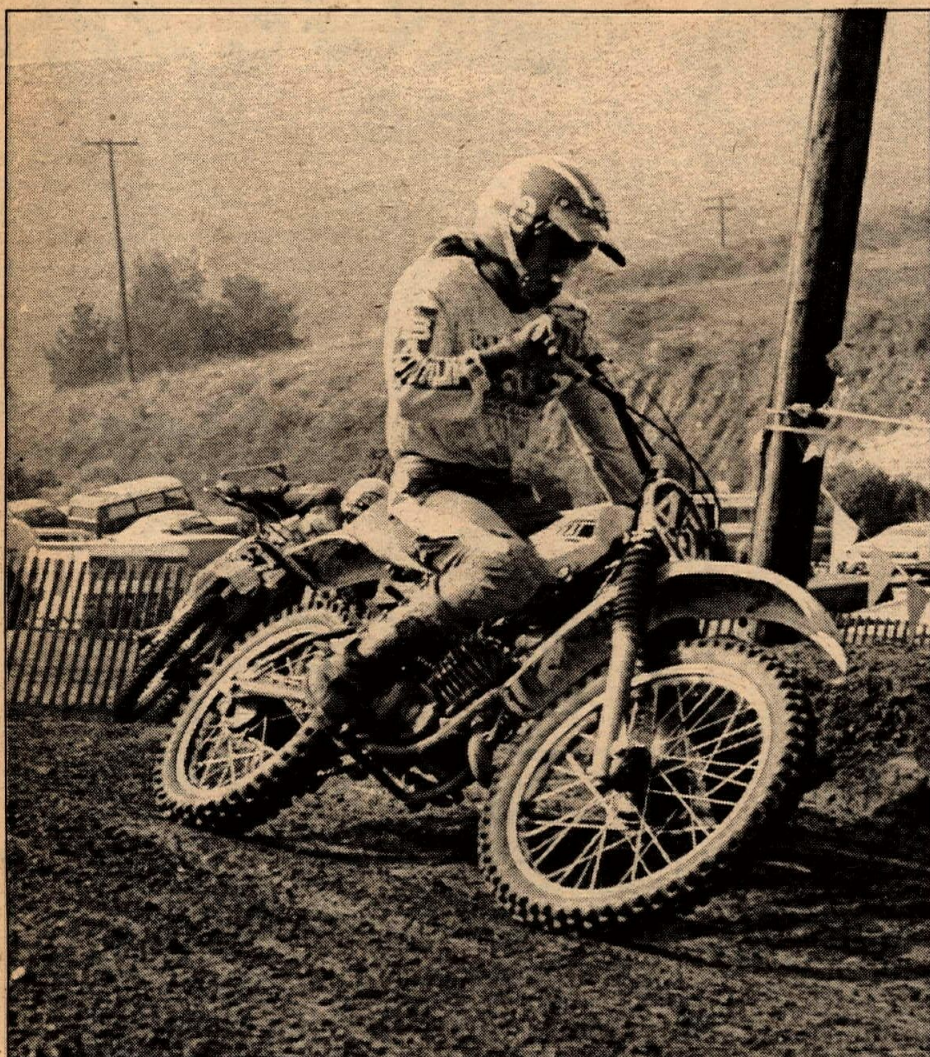
GLOVER WENT INTO THE LONE STAR EVENT TRAILING LA PORTE BY 10 POINTS. BUT BY THE TIME THE DUST HAD CLEARED, BROC WAS TIED WITH THE SUZUKI STAR. THE POINT DEADLOCK WAS ANOTHER AMA FIRST. BUT, SINCE THE TITLE GOES TO THE RIDER WITH THE MOST MOTO WINS, BROC KEPT THE COVETED PLATE FOR YAMAHA.



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STEWART VANDERMARK PHOTO

(Above) Jim Gibson, AMC's 125 Pro winner, keeps Willy Simons at bay through a Saddleback corner. (Below) Eric Thannum roosted the open Juniors at AMC Carlsbad.



PHOTO BY CHUCK BURRIS

AMC MX Carlsbad Raceway

By Chuck Burris

CARLSBAD, CA, SEPT. 4

A good turn out of AMC riders worried over a heavily watered track in the morning, but as the sun burned down the track dried and everything turned out great.

Kurt Sofka (Yam) was top dog in the 125 Pros, winning both motos. Willie Amaradio took a pair of deuces for the day and settled for second overall.

250 Pro Joe Santich (Suz) moved to the head of the pack at the end of the first lap as Doug Boyd (Suz) moved up fast. Boyd reeled in Santich slowly during the final laps and passed Joe in

mid-air off the last jump to take the lead and hold it to the finish.

Second moto, Santich went for it again, but, again, it ended up Boyd/Santich.

Dale Luedtke took his Suzuki to a pair of wins in the Open Pros. Nelson Whitehill (Yam) gave Dale a run for the money at the start of the race but Dale took over and established a safe lead, leaving Norm Bigelow (Suz) to fill the second spot. Pat Page cruised his Maico into third while Nelson dropped back to fourth. The second moto went just the same as the first.

The 250 Juniors put on a great shot, but Lee Ramage and Brian Werner (FMF Suzukis) dominated the show. Lee won the first moto, getting by Brian on the last lap, and in the second moto Lee ended on the last lap, giving the win to Brian.

Results in Results Section.

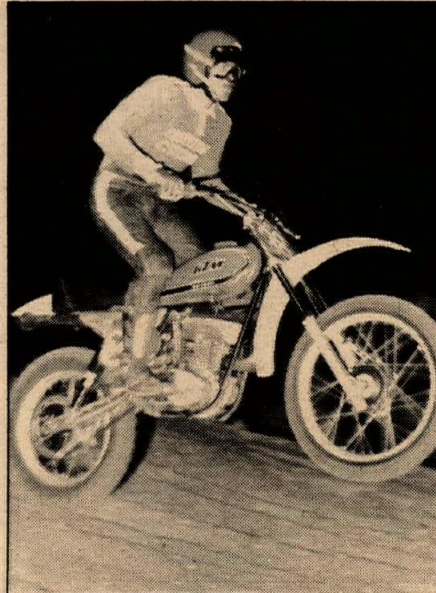


PHOTO BY CHUCK BURRIS

Aaron Bassett flies his KTM through the night, on his way to South Bay MX 250 Pro victory.

Gibson untouchable at AMC Saddleback MX

By Stewart Vandermark

ORANGE, CA, AUG. 28

In the first moto of A.M.C.'s 125 Pro race, Bassett Engineering rider Jim Gibson (Yam) pulled a holeshot, only to lose it within a half a lap to Brett Meyer (Yam) and Willy Simons (Yam) who were right on his rear fender. Within four laps, Gibson regained first place, never to relinquish it again, despite constant pressure from Simons. Third place went to Kurt Sofka (Yam) after he and Meyer played cat and mouse for five laps.

In moto two Gibson wasted no time in putting some distance between himself and the rest of the pack, opening a 10-second space over second place Tim Locey (Yam). A very close third was being held by Meyer with Sofka in fourth. By lap eight, Gibson had it in the bag, holding a very comfortable 22-second lead over Locey. Third place was once again a tight fight between Meyer and Sofka. On lap 10 Sofka passed Meyer by going inside him on the downhill sweeper and appeared as though he had it sewed up until Meyer once again retook third place right up to the checkered flag and in doing so netted second overall.

The 250 Pro race looked as though it was going to be a runaway first for Donnie Hansen (Yam) after flying to an unchallenged first over Jon Derhammer (C-A) and Mike Shoemaker (Yam).

In the second moto Derhammer took the lead from the start with Hansen following closely. On lap six he made his pass on Derhammer on the downhill sweeper only to slide right after that and throw his chain. This left Derhammer in the clear for the first overall for the day with Shoemaker hanging on for second overall while Tim Tolar (Yam) took the third place money.

For the Open Pros it was a runaway deluxe by Scott Gillman (Yam) for first overall with Texan Rick Blackwell (Yam) coming away with an easy second and third going to Scott Miller (Yam).

Results in Results Section.



Monte McCoy rode his KTM hard all day, and won two DeAnza Pro classes.

Shekell rides on to CMC South Bay MX win

By Chuck Burris

CHULA VISTA, CA, AUG. 24

It is getting close to the end of the South Bay Summer Series and Terry Shekell is still on top in the 125 Pro division, with DG rider John Tessitore second.

In the first moto of the 125 Pros Wednesday, Shekell got the holeshot and led the six-lap race all the way. Tessitore was close but couldn't catch the haulin' Shekell. Nelson Whitehill caught the third position.

In the second moto, Tessitore took the DG Honda around the first turn with Shekell behind, but Shekell got past on the next turn, riding to another win with Tessitore second and Whitehill again third.

Competition Cycles rider Arron Bassett, back after a shoulder injury, took the holeshot in the 250 Pros on his KTM and ran first all the way with Steve Bartley.

The Open Pro class saw Chris Chaffee (Yam) cookin' and taking the overall. Tim Marsh (Yam) had to settle for second overall, with Max Maple and his Maico taking third. Doug Lott ripped the 125 Intermediates, taking first overall.

Results in Results Section.

McCoy takes two with CRC DeAnza

By Ron Lawson

SUNNYMEAD, CA, AUG. 28

Monte McCoy, the KTM-mounted rocket from Florida, came out to DeAnza with two Mid-Valley prepared machines and went home with top money in two pro classes. His victories, however, were not without some stiff competition. In 250 moto one, McCoy was back in sixth place while the front of the pack was in total chaos. Doug McGowen (Suz) was, at first, in the lead. Then it was Bill Pelto (Yam). On

lap three, the top spot went once more back to McGowen, who then lost it to Ken Taylor (Yam). This kind of confusion went on until mid-way in the moto when Taylor stabilized in front. McCoy, in the meantime, had placed himself in third behind Peltó. The KTM navigator was really on the gas and two laps later he took second. Taylor remained in front all the way to the checkered flag with McCoy close behind. Arden Hadley finished third ahead of Mick Jacobs (Suz).

Round two saw another Mid-Valley KTM rider grab the holeshot. Tracy Oswell shot into the lead with McCoy right behind. Taylor was in third while Peltó battled with Hadley for fourth. McGowen had problems with his Suzuki and dropped out, vowing never to part with his Montesa again. The racing was still very close. On lap six, McCoy took the lead and was never seen again. This left Oswell to do battle with Taylor for second. The two went at it for most of the race, but at the line, it was Oswell. Taylor got second over all and Jacobs took third.

McCoy also took the Open Pros. A bad start in moto one gave the first few laps to Mark Ellis (Yam) and Kelly Callaway (Yam). It took McCoy most of the race to work his way up to the leaders but, once there, he took the lead and kept it. Callaway took second and Ellis third. Moto two went much the same way, but Ellis DNFed and gave third place to Keith Patten (Yam).

In the 125 Pro class, it was Steve Bauer (Suz) all the way. In both motos he was followed by Clint Carman (Yam), who held off Bill Robertson (Hon) and Bill Pinckard.

Results in the Results Section.

Belair Gold Medalist at ITA Trials

By Jerry Manley

ORANGE, CA, AUG. 21
Montesa sponsored Martin Belair topped the experts under perfect conditions at Saddleback Park by a 9 to 11 margin over second place Greg Byers (Bul) after 40 sections. Greg, in only his second ride as an expert, placed ahead of Jeff Fish (Mon) and Oli Thordarson (Mon). Fifth was Paul Webster (Mon) and sixth Mark Webster (Bul).

Gil Smith put on a good ride to beat out a strong field of amateurs on his 350 Bul. Michael Allen put his 348 Montesa into second, while Rick Bieniak finished a close third. Fourth was Dave Moon, followed by Rick McCabe.

Young Bruce Davis showed the novices the way on his Yamaha 175. Bruce will soon be giving the amateurs cause for concern. Bultaco-mounted Snowden Mathews finished a close second. Third place went to Dewayne Geir, Jack Weir was fourth, and Larry Curtis fifth.

The Senior class saw Wayne Emge edge out Max Marker for the gold. Third went to Jim Cavanaugh. ITA President Jean Fradette has been making the senior sections a bit harder, by popular demand.

A total score of only two dabs by Bultaco-mounted Gene Farrell won him the coveted gold medal in the beginner class. Two dabs back was Ron Benigar and one behind Ron was Dean Harris.

Doug McIntyre was officially fourth, after a six man ride-off.



PHOTO BY BILL MARKHEIM

ITA winner Martin Belair attacks a Saddleback section motocross-style. Cappra or Cota?

The first-time beginner class had another good turn out, with Bob Dussler recording the fewest dabs on his 350 Bul. Mike Warne was a close second, with Doug Hofer one dab behind in third. Keith Klafs took fourth.

The catch basin was fairly full of rain water, allowing the famed "blabbing brook" to be in evidence, and creating section #9, for fanciers to frolic in its muddy waters.

Section one was also a gob of goo that saw a few "fives" earlier in the day but, like good wine, improved with age. The rest of the sections were an assortment of rocks, hills and gulleys that Saddleback's varied terrain offers.

Plonking will return to the usual format of First and Third Sunday in October.

Long Beach Cycle Haven 3 years old

By Betty Bird

Cycle Haven is a 6-acre motorcycle park run by an all volunteer, non-profit organization called Long Beach, CA Safety Council. Charles Smith, executive director of the council, saw a need for a place for local cycle enthusiasts from 8 to 80 to ride, without having to drive 100 miles. The Navy had land. With that in hand, the next step was four years of meetings and reams of paper work, and then the legal end and like sesame, the gates opened. The track is now in its third year.

It's the only MX track run by donations of all kinds, from volunteers to grass cuttings to help keep the track damp. Here is a city and a few volunteers who didn't stand around and wait for something to be done. The people made it happen. Long Beach Safety Council is a non-political organization that has adopted the name of safety. There are a lot of cities and citizens that could learn and benefit from this group. Don Dailey joined the Old Timers Association recently and he is a working volunteer at Cycle Haven. Walter Glowac, 67, long-time member of the Old Timers, is another helping hand at Cycle Haven. The track is located at the end of the Harbor Freeway, in the Wilmington area.



Showing great style, Ron Kupke rode to the Cycle Haven 250 Intermediates win.



PHOTOS BY BRIAN GEORGE

Definitely one of the older motocrossers around today, this guy is a mere 70 years!

A.J. Whiting returns from Japan to take Cycle Haven MX

By Brian George

LONG BEACH, CA, AUG. 28
Every fourth Sunday, a race is held on a local track that deserves a lot more action. Cycle Haven, a motorcycle park on Terminal Island, cut their racing program to once a month, due to the lack of publicity. This not only hurts the area, but the riders as well, because the track is safe enough for anyone, and is the setup for junior and intermediate riders. The classes are not crowded, and the racing gets really radical. When the gate dropped to let the first 125 and 250 combined Intermediate moto go, Mike Crawford nailed a beautiful holeshot, and jumped into an early lead. Yamaha-mounted Ron Kupke ran a close second and was in hot pursuit of Crawford, and on lap six, Kupke got by for the lead. A duel erupted quickly for the number one spot, and the lead was regained by Crawford by slipping underneath Ron three laps later. The 250 win went to Crawford, with Kupke taking second and Mike Foley capturing third.

The 125 division of the first moto was another tight battle. A.J. Whiting took the lead and never lost it. Jim DeGaine made things tough for A.J. by staying on his tail from the third lap to the wire, and Ron Mabry fought back from an early getoff to finish third.

The second 250 race got underway, but this time Ron Kupke grabbed the lead and put on a beautiful ride to catch first place after leading the entire moto. Mike Crawford ran dead

last after a horrible start, but rode the wheels off his Yamaha 250 and passed his way up into third place when the checkers flew. Mike Foley caught second place, but was just nudged out of second overall by Crawford, and Ron Kupke went home with the overall win.

The second 125 race was dominated again by A.J. Whiting, who took the overall win, and the battle for second spot was fought by Jim Degaine and Ron Mabry. After laps of tight racing, DeGaine emerged in second, and second overall, with Ron Mabry earning third both ways.

Results in Results Section.

Corona MX: Miller takes two

By Elaine Jones

CORONA, CA, AUG. 19

Thirteen 125 Pros lined up to challenge Marty Miller but it was not to be a night of overthrowing the King. Scott Carnahan got the jump on Miller and held him off for the first lap, but Miller took over and cruised on home. Carnahan successfully beat back Suzuki-mounted Pete Hillebrecht for second.

The final go round was all Miller's, with the real battle fought for second. Phil Thorstensen was second off the line with Hillebrecht and Carnahan in the three, four spots. On lap two both Hillebrecht and Carnahan put the move on Thorstensen, dropping him to fourth. It took Carnahan one more lap to catch Hillebrecht, who ran into other problems that took him out of serious contention. When the checkers fell, it was Miller, Carnahan, and Thorstensen, with the overall the same.

For Miller, the 250 Pro was an instant replay, with the race really for second. The first moto had Mick Jacobs out on top for one lap before Miller took over. Kelly Callaway ran a close third, but Jacobs was blocking effectively and it took Callaway up to the last lap to find a hole and capture second.

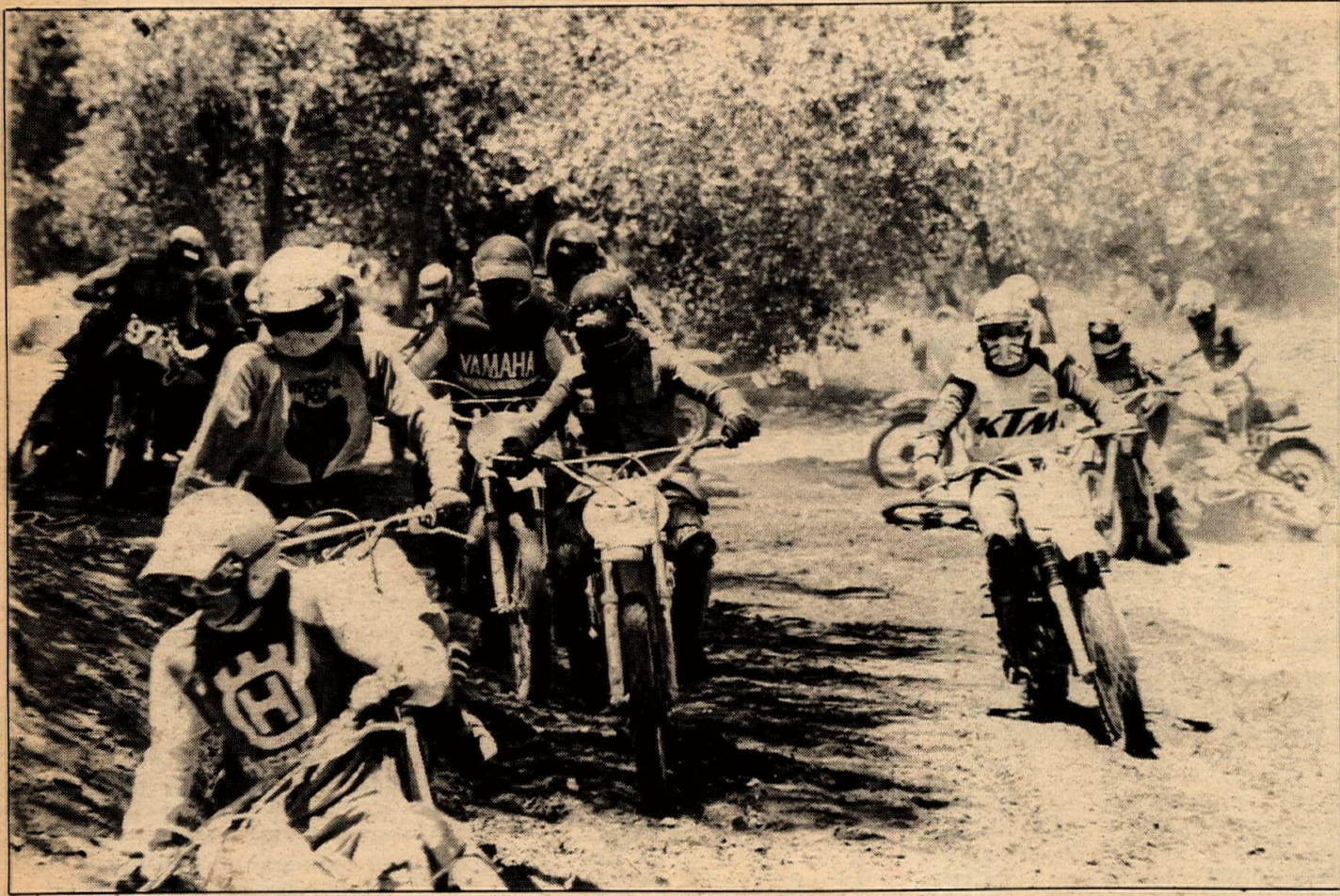
Moto two saw Miller get the lead, but this time it was Callaway off in second, ahead of Jacobs. Callaway effectively kept Jacobs in third until the white flag came out. Jacobs returned the favor to Callaway by blasting by him and taking away second and second overall.

Goat Breker, aboard a Payen Johansson-tuned factory Husky, breezed to an easy victory in the Open Pros over Wayne Martin. Word has it that Goat and Husqvarna Motors may be able to get together one of these days.

Eddie Lawson, much better known for his flat track prowess, has been on hand at Corona the last two Friday nights, aboard a Yamaha 400 monoshock. Lawson, who could count the number of times he's raced motocross on one hand, has not done too shabby. Last week he won the first moto of the Open Intermediates, but the second moto saw both the bike and him run out of gas. This week the Upland ace ran away with it, holding a 17-second lead over second place Paul Vaccarello. Lawson, a flat tracker to the core, is trying to talk the racing director into smoothing the track out and making it faster. But is he going to be in for a surprise, because this week new whoop-de-dos and jumps were added!

Results in Results Section.

Western hotline



The 250 Juniors got underway at AME's "Amateur Nationals." Already there's trouble brewing back in the pack.



Mike Shumaker (6F) had Jerry Asher for a shadow in AME Bosch Series 250 Pro wars.

A.M.E. Bosch '77 Summer Series Smokin' at the Dunes

By Lee Taylor

VALENCIA, CA, AUG. 26
Donnie Hansen rode his way to victory in the 250 Pro class Friday night. In the first moto, he had a drag race to the top of the start hill with Andy Jannings

(C-A). Jannings made a great recovery after getting squeezed off the track at the top of the hill. Hansen (Yam) set up a nice lead as Jannings was locked into a battle with Mark Gambetta (Suz) for second. Dave Haugh, after a bad start, was catching up. Don Dixon and Mike Shoemaker were into a duel for fourth. Haugh had now moved on into fifth and was putting pressure on Shoemaker. Jannings had gained considerable ground over Gambetta and finally found some breathing room. At the end of the moto, the positions held.

Second time off the line, Hansen took over, with Gambetta second, Haugh third, and Dixon in fourth. One bike length behind Hansen, Gambetta was going wild! The duo entered the hairpin turn side by side, then coming out of the gully, Gambetta made his move and passed Hansen. Haugh, in third, was chasing Hansen. All three fore-runners were in tight formation. Heading into the last lap, Gambetta was running away with the lead. When the checkered flag came out, Hansen took home top money, Gambetta second, and Jannings third overall.

Mike Pillar took the overall win for the 125 Pros. In the first moto, Doug Nicol led and had a fantastic ride all moto long. But Pillar was right on his tail. Tim Locey was third while Kirk Sturgeon and John O'Mara were fourth and fifth.

In the second moto Bob Kline garbbed the holeshot on a restart with Pillar right on his tail. Pillar moved into the lead with Edwin Arnet (Suz) in one of his first Pro races, running third. Sturgeon was a close fourth and Nicol was fighting his way up to the front. Pillar now had a wide open lead. Kline was pressured by Arnet, and Sturgeon was keeping the heat on Arnet. Locey moved into fourth, and on to third place. The race between Kline, Arnet and Locey was extremely close. Pillar sailed in for the win; and Arnet took second overall. Third went to Locey.

The 500 Pro race was a battle ground for Dave Haugh, Steve Rawson (Yam), and Andy Jannings (Yam). Jannings took the overall win for the night. In their second moto, Jannings led the pack up the hill with Haugh running second and Rawson in third. As Rawson moved by, Haugh went off of the track into the sand wash, head over heels! Haugh was back up and going again but lost advantage. Steve Richards, a new pro, was doing quite well in third. The battle was for second between Rawson and Richards. Richards was staying in close to Rawson and suddenly Rawson's tire went flat. Richards took over second.

Rawson held third to the finish, for enough points to win second overall. Results in Results Section.

Heavy traffic at AME Amateur "Nationals"

By Lee Taylor

VALENCIA, CA, AUG. 28
Ron Williams (Yam) led the Mini Jr. class. He did battle with Randy Itow throughout the first moto Second time off the line, Williams was running second to Billy Fullmer (Yam) with heavy traffic coming up behind. The battle raged right down to the wire with Williams taking the overall win and the "National Championship." Fullmer took down second and Matt Nation, who did such a great job of holding off heavy traffic all around him, held third.

Eric Graves over-allled the 125 Jrs. Division II after a heavy fight with Mark Currie and Jerry Martinez. In the first moto, Martinez grabbed the hole shot with Currie right behind. Gary Payne was charging! Coming up fast on Currie. Graves, (Yam) was moving up fast, to third, then working on Currie and taking over his second slot. So ended the moto.

Second time up, Graves was a storm in the lead, Currie holding fast in second, buzzing Graves. There was a power play for fifth between Jerry Martinez and Dave Van Bibber, but Martinez held on. The winning flag came out for Graves first over-all, Currie second, and third went to Martinez.

Jerry Irelan smoked everyone and hid for the 250 Jr. Championship. He won his class back-to-back after a long and heavy duel with Kevin McLaughlin and Pete Snorteland. In the first mot McLaughlin had Irelan right on his tail and couldn't shake him. These two covered every inch of the track, practically in tandem. Finally Irelan slipped to the lead on the last lap. Richard Arnold was riding a strong third.

Second time out Pete Snorteland was challenging Irelan. Their duel that lasted throughout the moto, right down to the wire. McLaughlin, tight behind them stayed right with them to the end where McLaughlin took down second and Snorteland third. All three joined each other later on the line for the Main.

Four main events determined the local national champions of the 125 Juniors, 250 Juniors, and 125 Intermediates, and 250 Intermediates. When the gate dropped for the 125 Jrs. Eric Graves opened up a slight lead for himself, held off Bill Reccnia, and won the prize (a Pro-Am chain tensioner).

The 125 Intermediate Main was fast and hairy! Dave Viciosa was leading with Jim Cote second, Richard Arnold third, Mike Gosselaar fourth all racing on top of each other. Now Gosselaar moved into third with Kenny Spiker (aircone) right on his tail. These two were coming up fast, making Cote ride all the harder. Viciosa barely hung onto his lead for the win and title.

Jerry Irelan took charge of the 250 Jrs. and everyone thought Rick Guilmette had the 250 Int. win sewed up. But heading into his white flag lap, Guilmette slid out in the sand wash, losing many valuable positions and the Championship. A rough day

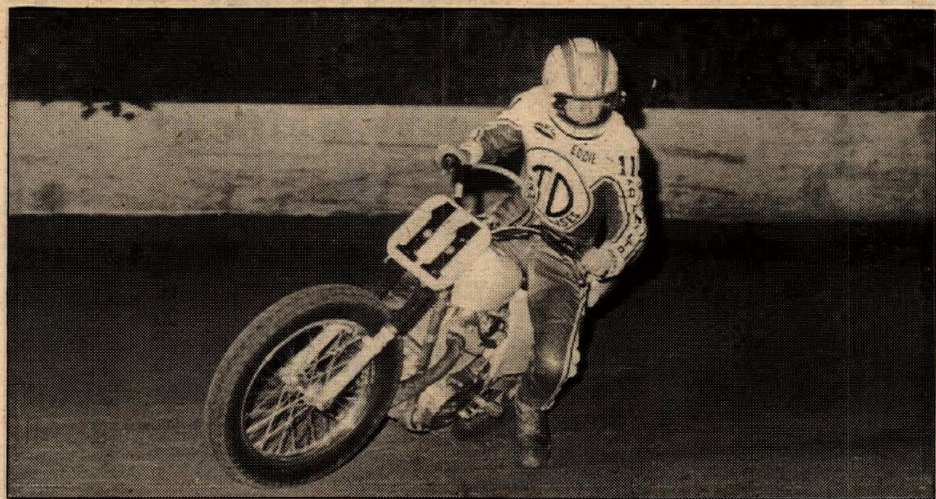


PHOTO BY DAN MAHONY

Eddie Lawson checks out the competition, which was behind him all the way at Corona's half mile. Lawson also rode motocross at Corona, winning the Open Intermediates.

for Guilmette, who rode so well and for so long! Greg Torgerson took over the lead and came home the Champion.

Results in Results Section.

Small town promotes high school MX

By Elaine Jones

RIVERSIDE, CA.

The tiny rural community of Norco, CA, much better known for its horsy population and T-shirts inquiring "Where's Norco?" has another quality, and that's parents who really get involved with their kids.

Last Sunday these parents got together and put on a deep pit barbecue to raise funds to promote high school team racing and buy jerseys, jackets, and entries for their 60-member team.

Beside delicious food cooked by Booster Club president Bill Jewett and his wife Judy plus much help from the rest of the Booster Club members, games were played on motorcycles open to all kids at no charge.

It was a fun day for a good cause and maybe other high school teams can use the idea for their own benefit.

Lawson, James, Gleason, go for it

By Elaine Jones

CORONA, CA, AUG. 24

Eddie Lawson, Pee Wee Gleason, and Matt James put on some kind of show Wednesday night as they went for the dough on the half mile. For Lawson it was a wire-to-wire victory, but it wasn't as easy as it sounds because right behind him were two riders hungry to take it away. Bob Selvy broke in the second position off the line with Gleason riding double with him and James a very close fourth. The second lap James made a spectacular move that put him in second and a lap later Gleason had dropped Selvy to fourth. It took seven more laps for Gleason to find his way around James, but the road did open on the last lap and he was able to come up with the second.

Rob Selvy had a beautiful ride in the 250cc Expert half mile. Everything was working for him from start to

finish. Lee Hales, (C-A) held off a strong challenge from Jeff Johnson to take the second.

Johnson has had his share of mechanical problems, but everything was going his way in the 250cc AM/Expert TT. Tom Hughes, looking to repeat his last TT victory, jumped into second and went looking for Johnson. Problems took Hughes out on the last lap and Lee Hales was there to claim the second.

Robert Pfetzing and Chris Cannon shared the 125cc AM/Expert honors. The TT was Cannon's from the start and it took Pfetzing until the last lap to catch him, dive under and pluck off the win. Eddie Drake playing cat and mouse with Bruce Heiland, was able to hold on to the third place he had captured on lap three.

Chris Cannon and Bobby Garabedian squared off against each other on the half mile and Pfetzing added the spice. Cannon was again off on top with Garabedian second and Pfetzing third. Pfetzing took care of Garabedian by the second lap and went looking to upset Cannon. Cannon was ready this time, remembering the TT, and closed all the doors to bring home the win. Pfetzing was second ahead of a fast closing Garabedian.

Results in Results Section.

Griego first in qualifier

By Joyce May

TRABUCO CYN, AUG. 21

The first Amateur Nationals Qualifier was held at Racing World on a course recently cut on the side of a hill that was very fast with few bumps or berms. Entry was much smaller than hoped.

An uphill start was used as three classes rode two motos each, 20 minutes plus two laps per moto.

AMA District 37's Dennis Vetter led the 125 race with Dave Coupe (Dist. 36) close behind. Back in the pack was Dana Waxham, also of Dist. 36. By the second lap he had moved to third. Waxham finally slid past Vetter and the checkered.

David Morris (Dist. 38) took the 250 lead with fellow district rider Gerald Steward second. Super fast George McNamara (Dist. 36) took over first spot on the fourth lap, making it look so easy. In the sixth lap, however, McNamara stalled out, and almost everyone passed him before he got going again.

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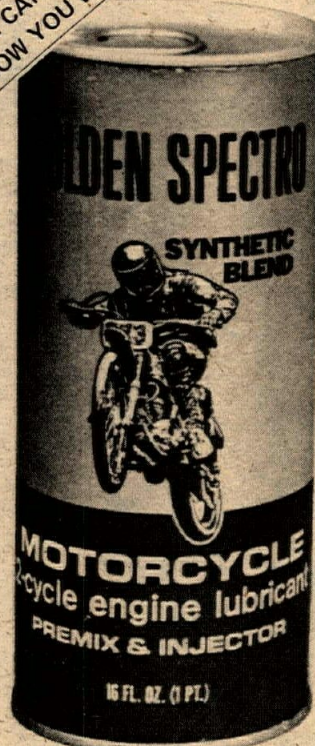
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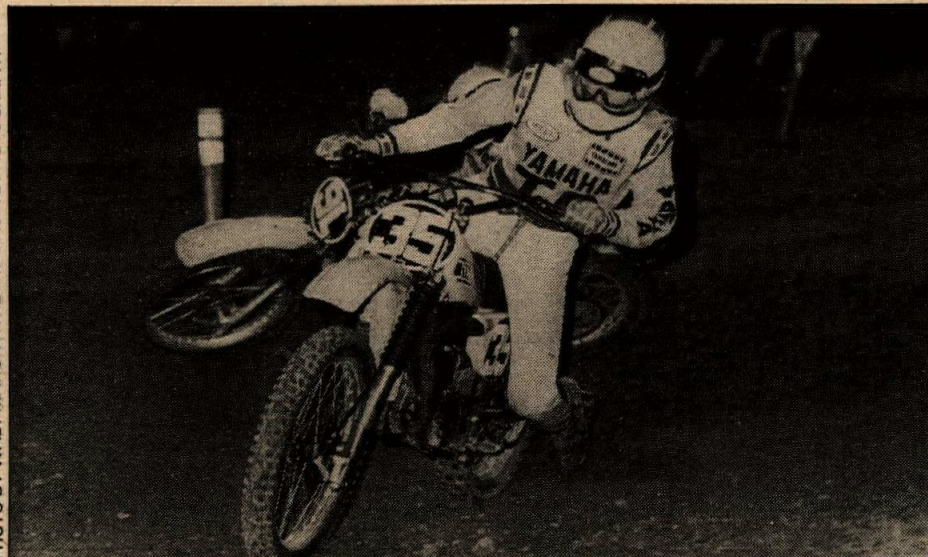
(Above) Pete Wanket leads Broc Glover in CMC's 125 Pro class at Carlsbad. Wanket finished second; Glover was later DQ'd from the Open class for backing off the gate. (Below) Steve Rhyhan swept the CMC Carlsbad Open Pro class.



Back in the pack was a "sleeper," Fred Griego of Dist. 37. He was running sixth on the first lap and suddenly in the eighth lap he was second behind Morris, who had regained the lead when McNamara stalled out. For several laps a real battle ensued. Finally Griego took the lead on the backside downhill and stretched it nicely to the finish. Morris took second while Joe Stantich (Dist. 38) took third.

A pile-up occurred in the second corner off the start of the Open class. Everyone was soon up and running again, with Chuck Pettigrew (Dist. 37) in the lead and no one close behind. In the sixth lap, with a tremendous lead, he had to drop out with bike problems. Suddenly a new leader, Chip Howell (Dist. 38) appeared from way back in the pack. Dean Wiggins of Dist. 36 was in the second spot with Eddie Gonzales (Dist. 37) holding

PHOTO BY WALT MAHONY/WIZARD RACING PHOTOGRAPHY



Although Tim Lunde (35) leads Ray Lopez here, Lopez won Ascot's 125 Pro class.

down third. Howell continued to stretch his lead each lap to the finish. Wiggins took second, while Wayne Martin (Dist. 37) moved into the third spot when Gonzales dropped out.

The second moto for the 125's began with a very close contest between Mike Sudberry (Dist. 37), Waxham, Coupe, and Steve Lewis (Dist. 36). Waxham broke away into the lead. Lewis finished second and Coupe third.

Morris took the second 250 moto with Griego close behind. McNamara moved into second and then moved within striking distance of Morris. After two laps of battling McNamara took over the lead. McNamara wheeled across the finish as Griego got by a pile up in the last corner to take second. Stantich took third and Morris placed fourth.

The second moto for the open class was dominated from the beginning by Howell. Pettigrew chased the leader the whole race. Wiggins stayed with the third spot while Martin took fourth.

Top four over-all finishers in each class were: 125 CLASS: Waxham, Coupe, Lewis, and Vetter. 250 CLASS: Griego, Stantich, Morris, and McNamara. OPEN CLASS: Howell, Wiggins, Martin, and Andy Bolander (Dist. 37).

Glover disqualified from CMC MX

By Chuck Burris

CARLSBAD, CA, AUG. 28

As the day went on, the dust began to fly, as did the riders all day long. The 125 Pros were out first. Randy Hess (Hon) got the holeshot and went WFO. Terry Shekell (Yam), Pete and Tony Wanket (Yams), and Broc Glover (Yam) gave chase, but Hess was gone. Shekell was second with Glover very close behind.

On the third lap Shekell hit the berm before the uphill and it crumbled. Down Shekell went and Glover, who was in Shekell's track, hit Shekell and went down too. The Wankets zipped by and took second and third. Glover got going in seventh place and moved quickly up to fourth, but could not reel in the Wanket Bros. Hess took the win with Pete and then Tony behind.

In the second moto Hess again got the holeshot and was ripping, with Glover behind and then Pete. Glover caught Hess and moved out to the win,

while Randy held down second and Pete finished third.

Bob Elliot (Suz) holeshot in the first 250 Pro moto and led for a couple of laps until Tony Wanket (Yam) got by. But within two laps Elliot repassed Tony and began stretching out a mean lead. Competition Cycles rider Steve Rhyhan moved his KTM into third and was trying to get by Tony, but time ran out on Rhyhan.

In the second moto Elliot was still in the winning mood with Tony behind, Escondido Suzuki rider Bart Rague third, and Rhyhan fourth. Rhyhan moved past Rague, then by Tony, and began reeling in Elliot. Elliot could not hold Rhyhan's charge and he sped to the win with Elliot second and Tony third.

Open Pros was a Rhyhan sweep as Broc Glover was DQed for backing up on the gate. Val Tamietti (Mai) looked great and finished second overall for the day with Mark White (Hus) taking third overall.

Results in Results Section.

Ascot: Lopez and Lunde MX the night away

By Rico

After a week rainout, Ascot Speedway again opened its turn-styles to the CMC MOTOCROSS. The 125 pro-class saw Ray Lopez extend his streak to two in a row over his friend and rival, Tim Lunde.

At the drop of the gate from the first moto, Lunde charged to the lead with Lopez right by his side. Both flew their YZ Yamahas around the adobe tract, with never more than a yard separating them. Lunde pulled out a big first place, with Lopez finishing second.

The shoe was on a different foot for the second moto when Lopez bolted to the lead with Lunde's persistent efforts failing. Lopez grabbed the first in the all-important second moto to win first overall money.

Two-fifty and 500 Pro races were run together Thursday night, and the crowd loved it. At the drop of the gate for the first moto, action was hot and heavy with eight riders fighting for top position in the first turn. Dave Eropkin, on a YZ 250 tangled with Tim Lunde and both went down in a spectacular crash. The race was black-flagged, with Eropkin taken from the track by ambulance. Lunde was able to get himself and his bike back in

shape in time for the re-start. Rick Blackwell, from Austin, Texas, pushed his YZ 400 to the front of the pack. Maico-mounted Chuck Lunde, held the place. Both held their positions throughout the race.

Second moto saw Blackwell jump out into the lead with the Lunde Brothers in hot pursuit. This time it was Tim taking command over Brother Chuck. Family rivalry was at its best as Tim held-off a last lap charge from Chuck to gather top honors in the 250 Pro race. Rick Blackwell was never challenged as he rode away with top money in the 500 race.

The 100 race was a nip and tuck battle throughout both motos. Rick Savors battled Suzuki rider Craig Westerguard with both victories coming down to the wire. Westerguard got by Savors in the last lap of the first moto to grab the top position. The second moto saw Savors hold-off a last minute charge by Westerguard to win by less than a bike's length, and grab first over-all.

Mini riders Eddie Glover and Tim Shelton, with dual-moto victories, gathered top honors in their classes.

John Kowan was the class of the race in both 125 Junior events. Kowan wheeled around the track to first place in both motos with second place at least a half-a-lap behind.

Other dual moto-victories were posted by Suzuki-mounted John Hamamoto in the 125 Intermediate, Maico-rider Steve Sprague in the 250 Junior class and YZ rider Ron Stablien ran away from the pack in both motos of the 250 Intermediate event.

Beavers and Griffith clash at Elsinore TT Scrambles

By Andi Gangewer

ELSINORE, CA, AUG. 20

Amateur Garth Beavers, who's been coming on strong, will soon be moved to the rank of 125 Expert. Amateurs started in front of the Experts but Yamaha mounted Beavers still took an easy win followed by Experts Chris Cannon and Steve Griffith.

Moto two, Cannon, Beavers, Rob Pfetzing and Griffith were all trying to squeeze their Yamahas into the lead. Beavers and Griffith (cousins) kissed back tires on the sweeper but Steve held tough to knock Garth down one place. The checkered fell with Cannon blasting away out front, Rob Pfetzing and Steve Griffith following in second and third.

The final 125 Amateur/Expert moto was all Garth's. Overall Garth Beavers was the number one man with Steve Griffith second and Chris Cannon third.

The 250 Amateur/Expert class was rough and rowdy. These new up and coming experts aren't scared of anything or anybody. First race, amateur Don Milam pulled the holeshot. Lap two Jeff Allison and Jeff Springman pulled upon Milam and Allison took control. Allison almost lost it over the jump but he straightened out and hung on to take the win.

Moto two Sam Burns pulled the holeshot and Springman again had to play second fiddle. Springman nosed under Burns and used that as his springboard to gain some ground.

Allison then set out after Sam Burns. The finish was close with Springman in first, Burns second and Allison third.

Final moto Springman led the whole race and picked up the win. Barry O'Brien was third behind Burns after Allison pulled off with bike trouble. The overall finish was Springman, Burns and Allison.

Results in Results Section.

Vicioso as usual in CRC MX

By Rox Ann Dougherty

VALENCIA, CA, AUG. 21

Things have changed since the last time C.R.C. ran motocross at the Dunes. In the pro class two weeks ago Bobby Kline won over Mark Lawrence. But this week it was Lawrence's turn to overcome the pro class. Lawrence (Crown Cycle) moved up on top to take the first moto win, with DG's Willy Simons jammin' in for second, Jim Hale (Cole Bros. Suzuki) second, and Bobby Kline (FMF) fourth.

Moto two saw quite different action as Bobby Kline grabbed the holeshot and started to stretch his lead. Lawrence and Nick Hale were dicing for second place. Mark tried to get away but Hale was determined to keep him in his sights. When Lawrence saw how far ahead Kline was, he put his Yamaha in high gear to go out after Kline.

By the time Lawrence caught up to Kline it was checkered flag time with Kline getting the first he needed, Lawrence second, Hale in third, and Tim Locey in fourth. In the results it was Lawrence taking down the overall win and Kline holding down a nice second place. Willy Simons totalled third and Tim Locey (Simi Valley Yamaha) held the last money position.

The only man who can win the intermediate class for the 125s is Dave Vicioso. Yep, he did it again, winning over Robbie Healey, Mike Bicker, Chris Voelker, and Randy Schwalenberg. First moto action saw Healey taking the win with Vicioso in his usual top second position. Third was Randy Schwalenberg and fourth Jim Dodge. The second moto was all Vicioso's as he took this moto and the overall win for the day. Second place this time was Mike Bicker, third Robbie Healey (who grabbed second overall), and fourth went to Dave Labrot from Team Tire Man-Yam.

Dave Haugh nabbed himself another overall win for the 250s on his Cole Brothers Suzuki. First moto saw the win going to Donny Hansen (Simi Valley Yamaha). Dave was trying hard to pass, but Hansen's moves were just a little bit quicker than Haugh's. Mike Shoemaker (S.V. Yam), one of Donny's teammates, jammed in for third place with Andy Jannings (C-A Kolbe) in fourth.

Second moto, Haugh jumped out right behind Hansen. These two diced all the way through the moto. It looked like Donny was going home with a 1-2 finish for the day until, just before the checkered flag, Donny made one little mistake and Haugh slipped by for first overall. Hansen still made it in for second with Shoemaker coming in for another consistent third. Fourth overall went to John Atwood who finished his day with a 5-5 finish. As you can see from these scores, consistency is what counts in motocross.

Results in Results Section.

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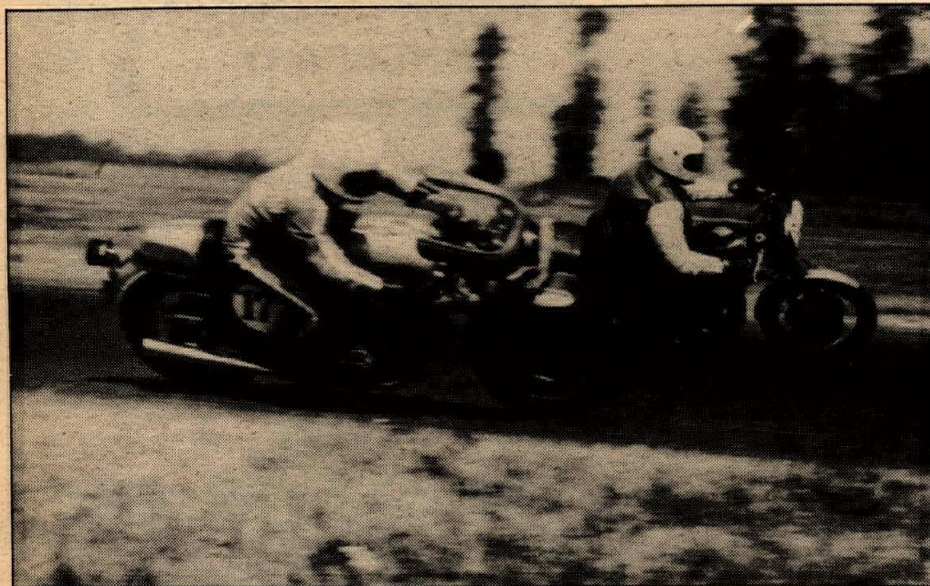
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NORTHERN DATELINE



The 125 Juniors pile into the Ridgerunners' first turn. Bradley Stoke (370), Bill Lawrence (40), Kenny Christensen (46) and Don Giblin (122) trade elbows.



Either Frank Forster or Tom Young on the Duke duel the winning Kaw. Close action at Portland.

(Continued from P. 25)

Hastings overshoots turn, still wins at SHR MX

By Tom Anderson & Pam

BRENTWOOD, CA, AUG. 5

The 100 Intermediate class featured good racing. Frank Hastings was leading the first moto with Danny Clements closing in fast. Hastings overshoot the far turn, crashed and finished second. The second moto Frank grabbed the lead again and this time went out to win, with Clements coming in second.

Mike Brown became the big winner again tonight in the 125 Novices. He also won the Trophy Dash. Tim Nobles took second in the 125s.

Wes Morrell was the big winner in the 250 Intermediate class. His big slides proved exciting for the crowds as Wes used the fence for the berm. The

local kid from Brentwood, Tim Leat gets better every week. He pushed Morrell for the full moto, but could not make the pass.

The 250 Expert class was won by Joey Schlag, who had to push hard to keep ahead of Wayne Morrell, who came close, but settled for second. ●

Results in Results Section.

Smylie blitzes Medford points

MEDFORD, OR, AUG. 19

Friday was the final points race and Bruce Smylie had an absolute fantastic night on the track. Smylie won three heat races, three trophy dashes and three A main events. His toughest win came in the 125cc main when a bad start put seven riders in front of him. By the last lap he had worked up to second and was pressing the leader. In the third turn he romped past Kirk Howard to grab the win.

Smylie also claimed the special trophy for the most total points for the season by compiling 120 in the 125cc class, to beat out Vick Lilya who collected 114 in the kid's class. ●

Final Points Standings:

OPEN CLASS: Jeff Campbell 44, Cecil Arispie 35, Rich Word 33, Pete Simonson 32, Frank Word 18.
125 CLASS: Bruce Smylie 120, Steve Croucher 47, Kerry Himmelwright 30, Dennis Pople 19, Cecil Arispie 17.

250 CLASS: Steve Risley 44, Jeff Hurd 37, Brett Howard 37, Glen Lilya 30, Robbie Speck 19.

KID'S CLASS: Vick Lilya 114, Robbie Izatt 61, Rick Pont 29, John Miller 17, Mark Willman 10.

200 CLASS: Kerry Himmelwright 80, Bruce Smylie 68, Harold Hurd 46, Randy Jordan 17, Tony Uribe 11, Cecil Arispie 11.

MINI CLASS: Berry Pelkey 59, Andreas Bales 47, Robbie Blagg 33, Ricky Russell 30, Troy Snyder 26.

Freeman/Booth/Pinkstaff 900 Kaw wins OMRRA 5-hour RR

PORTLAND, OR, AUG. 7

Oregon Motorcycle Road Racing Association hosted its first 5-Hour Dealers' Challenge on the 1.8-mile Portland International Raceway.

After an exhibition of antique bikes, 22 teams started off the line on an unusually hot Sunday to compete for \$1,000 in cash awards, trophies and contingency prizes.

At the end of the first hour, the BMW ridden by Art Pels and Tim McGuire had a five-minute lead as the 1000cc Kaw of Steve Schaefer and Bob Loose was slowed down by numerous pit stops, allowing the 900 Kawasaki ridden by Keith Pinkstaff, Don Freeman, and Randy Booth to move up. Meanwhile, the Ducati ridden by Frank Forster and Tom Young lost control and hit the pit wall, scattering tires on the track causing many following bikes to perform some quick maneuvers.

Moving up through the field, the GS 750 Suzuki of Mark Leslie and Doug

Brugger diced with the 410 Honda ridden by Bruce Lind and Tom Enderson and 750 BMW of Bill Buckingham and Charlie Young. After 2½ hours, the Pels/McGuire BMW, leading by 10 laps, bent a push rod and broke a rocker arm. After frantic repair and the loss of 18 laps, they were back in the race, only to retire at 3:30 p.m. with another mechanical failure.

Running first in the 550 class, and ninth overall, the 400 Kawasaki ridden by Gilmartin and Hardan ran out of gas, losing a lot of time getting to the pits, while the 458 Yoshima Honda blew its motor in the straight.

The last hour of the race did not show any surprises. The #17 Ducati was getting low on power, but managed to maintain his position, as the 410s running almost in the same lap, closed up on the leader.

Sixteen teams crossed the finish line, and overall winner was the Freeman/Booth/Pinkstaff Kawasaki. Second and third went to the Schaefer/Loose and Leslie/Brugger teams. Lind and Ericson took first in the 410 class. ●

Results in Results Section.

Sacto night MX: Waxham wins, Turner also triumphs

By Sallee Hilton

SACRAMENTO, CA, AUG. 26

Those who have been watching young Dana Waxham, from Rocklin, Calif., fly his Suzuki to numerous local wins were not surprised to see him get the Sacramento Raceway 125 Pro win as well. The competition was keen. Donnie Cantaloupi and Dan Turner are hard to beat. Dave Wood and Don Ferraro are no slouches, nor were any of the other eight riders in the 125 Pro class.

The first of the three motos went to Dave Wood (Suz) who led it from start to finish, while some real racing went on behind him. Cantaloupi (Yam) had the second spot, but Scott Henry (Suz) snuck by and held it while Cantaloupi and Waxham were battling right behind. The heavy action came in the final lap when Cantaloupi went wide and Waxham slipped by both him and Henry. Cantaloupi recovered and zipped around Henry and then Waxham. The finish went Wood, Cantaloupi, Waxham and Henry. Michael Preston (Suz) had moved up to fifth, which had been held for most of the race by Dana McGlothlin (Suz). Dan Turner, having trouble all the way with his Kawasaki, only managed an 11th.

Maxham pulled off a good start in the second moto, and stretched out his lead from there on to win. McGlothlin settled into a safe second, and Cantaloupi was busy trying to get through the entire pack after a bad start. Some excitement was offered by the three riders behind McGlothlin. Henry had been holding the third against pressure from Preston, who was being chased by Turner. Turner went by on the white flag lap and was closing on Henry when Henry's bike died, setting them both back. Cantaloupi then made it to third, and Preston went to fourth.

In the final moto, Waxham jetted away again and went on to take the win and first overall money. Dave



PHOTOS BY SUSAN SWARTHOUT

Open Experts Jerome Heiberger and Stephen Kusanovich (79N) at the Ridgerunner's Watsonville MX.

Wood ran a strong second, but the best action was in the Cantaloupi and Turner bout. That fight for third got really tight but it was Cantaloupi by inches at the finish. He took the second paying spot, with Wood getting third-place cash and McGlothlin fourth.

Dan Turner fared better in the 250 class, picking up first-place money after two moto wins and one third. His third-place ride was the best. He'd gotten off the line late, behind all the pros and all the intermediates as well, and had to make up lost time. Cantaloupi took that win, and Kendall Powers (Yam) grabbed second. Turner sewed up the next two motos. Cantaloupi was second both times and Powers third. Jeff Schurtz (Mai) had all three fourths.

Results in Results Section.

Gennai wins blue ribbon at Santa Clara county fair

By W.H. Spencer

SAN JOSE, CA, AUG. 15

Santa Clara County's annual fair included a Monday night AMA Pro short track on the seldom used speedway track. While the show was lightly attended by riders, almost 2,500 spectators made it a prosperous event for main event winner John Gennai. Gennai has been off the Camel Pro tour since the Ascot TT National without a big bike ride. His Bultaco short tracker is alive and well due to Jensen's Cycles in San Jose.

Veteran Al Kenyon the fastest of 45 entrants on the SK Bultaco, streaking around the 1/7th-mile dirt oval at 13.094, a heartbeat or less from Rod Spencer's 13.096 on the Martin Cycle Ossa and a slight bit from Gennai at 13.163.

With only five heats, the show went quickly, with Kenyon leading every inch of the first heat; Spencer the second; Gennai the third and Don Carlyle winning the Fourth over Geoff Lowe and Joe Brown. Mike Delacy became the star novice of the night, winning the fifth on his brothers motor.

Gennai led the first semi wire to wire, topping over Sal Hoffman and Carlyle. Delacy won the second semi as easily over Mike Kunsman and Lowe while Al Kenyon had it his own way in the third over Mike Inderbitzen and Brown. Spencer continued the follow-the-leader instinct in the fourth over Luhdorff.

The main event went 15 laps. Gennai took the green easily and rode to an easy victory. Sal Hoffman held second for the first lap with Delacy pressing very hard in front of Spencer and Kenyon. Delacy got his Cancilla-tuned Yamaha under Hoffman on the second lap and Kenyon made a couple of good moves up behind the fast fleeing novice, made the pass on the eighth round and started chasing Gennai. On the 12th lap, he lost the front end going into the third turn, and slid out of contention.

Results in Results Section.

Come-from-behind winners at Ridge Runners' MX

By Gerry Reagan

WATSONVILLE, CA, AUG. 21

Mike Sprenger (Suz) and Scott Rebuck (Yam) led their classes wire-to-wire in both motos as 338 riders fought it out at the Ridge Runners M.C.'s semi-pro event at the Santa Cruz County Fairgrounds.

Sprenger destroyed the 100 Novice opposition by running off and leaving the entire pack to fight it out among themselves for second place honors. Rebuck showed the way around both motos of the 125 Novice I event, and then came back later in the day to finish second overall in the first division of the 250 Novice class.

The Watsonville track, one of the more demanding motocross courses on the West Coast, got even more difficult than usual as the day wore on and the machines built rough whoop-de-dos into the short straightaways.

It was a day for come-from-behind winners as Dennis Brand demonstrated when he screwed his Suzuki to second and first place finishes in the 125 Expert class. Brand

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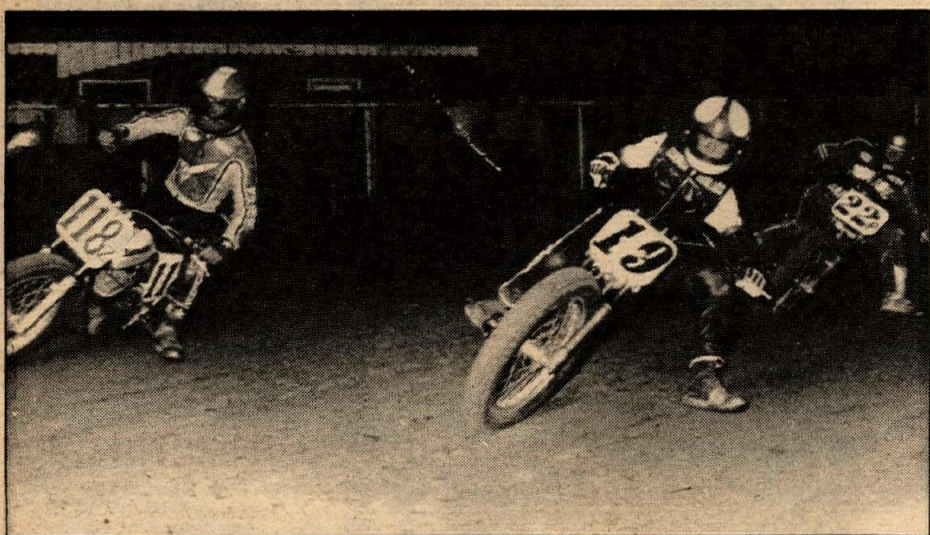
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(Above) Good times at the Plumas County Fair by Western States Racing Assn. (Below) Mike (118) Inderbitzen and Brian (19) Thompson in Oakdale duel.



PHOTOS BY W. H. SPENCER

was in a first turn pile-up in moto one and began his charge from way back in the pack. On the second lap the three leaders, Dan Geery (Yam), Tim Worth (Suz) and Scott Karl (Suz), all crashed separately at about the same time on the difficult, downhill staircase in the front section of the course. This put Randy Kerslake, on the K&R Cycle Products Suzuki into the lead, but he was passed by Phil Crane (Suz) a lap later.

Meanwhile Brand was moving steadily through the pack, along with Mike Marquez whose Turner Racing Suzuki had also been involved in the first turn mishap. Brand and Marquez picked off rider after rider as they made their way to second and fourth place finishes in the moto. Crane, who had taken the lead earlier, went on to win the first round.

In the second outing, Brand was off the line in good position and built up a fairly good lead, never challenged as he went on to win. Marquez was seventh at the end of the first lap and again worked his way through the crowd to finish second. This gave Brand the overall and Marquez second for the day.

Another come-from-behind rider was Tim Hebard (Suz) who dived throughout the first moto of the 125 Amateur I event with Brian Bowen (Suz), finally getting by on the second to last lap to win the moto. In the second go around, Hebard came off the line in the middle of the pack while Bowen jumped to an early lead.

Hebard began quickly to move up, but was sidelined a few moments with bike problems, dropping him way back again. Bowen went on to win the moto, and the race, while Hebard had to fight to regain a 12th place finish in moto two. The hard riding was rewarded though, because when the overall results came out, Hebard found he had finished third, high enough for a good-sized trophy.

Larry Wosick (Yam) led the way as the 250 Experts took to the track, winning the first moto going away. Second in moto one was Jerome Heiberger (Mai) who had charged steadily through the field to slip into that spot on the last lap. In moto two it was again Wosick with the first lap lead, but Jim Lesniewski (Mai) motored by on lap four to grab the front spot. Wosick and Heiberger dueled for second the rest of the race with Eric McKenna (Yam) lurking in fourth spot waiting for a break. McKenna got his chance when Heiberger lost a chain on the final lap. McKenna took over third for a fourth overall finish and Heiberger had to give up a sure third overall.

Doug Swarthout looked fast as he charged to the front of the Open Amateur class on his newly rebuilt Suzuki, but it was not his day as another rider tangled with him in the back section, taking both down. Dave Nance (Yam) grabbed the lead when Swarthout spilled and set a strong pace with Paul Ryan (Suz) following and Rod Hines taking third on his Bultaco.

As the second moto got underway it was noted that none of the top five front runners had been among the winners in moto one. Mark Gardner (Mai) was leading with Mike Spratt (Yam), Glenn Willis (Hus) and Derrick Knepper (Hus) running in the next three spots. The front four were this close as they negotiated the twisty track, any one of them capable of grabbing the lead. On the fourth lap Willis missed a shift, allowing Nance, who had slipped past Knepper, into third. Nance advanced to second, and then the lead as the riders headed around on their last lap. Coming out of the back section it was Gardner again in front with Nance close by in second and Willis back in third. Gardner got the moto win but Nance, by virtue of his first and second, took the overall.

There were 29 riders in the Open Novice class and Brian Otto (CZ) swapped wins with J.B. Cyclery racer John Schloer (CZ). Otto took the first moto, moving by Schloer in the closing laps, and Schloer grabbed the early lead in moto two holding on to win ahead of Otto. Third in both motos was Alan Younger (Yam) who put in two very consistent rides.

Over a thousand people paid admission to the race, which was the second-to-last event on the Ridge Runners' 1977 schedule. A swarm of bees kept the early arrivals company, but the bees gave up their good seats when they found out they couldn't compete with the buzzing of the two-strokes.

Results in Results Section.

Cantaloupi, Turner and Waller do it

By Sallee Hilton

DIXON, CA, AUG. 21

Winning a race without spokes is pretty tricky, but Dan Waller pulled it off! Waller had to push his Maico to its utmost to win the first Open Expert moto. Tad Gumbmann, the super fast winner at Hangtown, had his KTM way, way out front until some sort of mechanical failure stopped him. Waller led one lap and just before the white flag came out, he noticed a rear end wobble. He had lost spokes. As the spokes continued to snap, second place Ernie Sullivan closed the gap, and was on the verge of taking over when he crashed.

Jeff Loff (Hus) had been on the move since the beginning of the moto, taking one or two riders every lap, and was now in the second spot. He couldn't help but notice that the bike in front of him had a definite problem and his eyes lit up as he gassed it. With the checkered flag in sight Loff was closing fast, but Waller hung in there for the win with only a few feet to spare and no spokes.

In the second moto Gumbmann pulled away from the pack again, and this time had the bike running properly all the way. It was an easy win. Waller and Loff started mid-pack and worked their way up together, finally both getting by Ted Rogers' KTM in time to claim the second and third. Waller probably had to spend all of his winnings on his rear wheel.

The first 250 Expert moto was established at the start of the race when Danny Turner (Kaw) left the gate out front followed by Tad Gumbmann, now on a Maico, then Donnie Cantaloupi (Yam). Fourth place underwent several changes, and David Wood (Yam) had it at the end.

The second moto was more interesting. From the beginning Cantaloupi, Turner, Gumbmann, John Minor (Suz) and Wood all went out ahead of the pack and stayed close. About halfway Turner began moving on Cantaloupi, then passed and then left him behind. Gumbmann also made the move around Cantaloupi. By the end of the race, the front three were nearly half a lap ahead of fourth place Minor. Danny Turner was kicking back with plenty of time to take the flag before being overtaken. Overall payoffs went the same as the finish with Wood getting the fifth and final cash.

The 125 class had Turner and Cantaloupi dicing it out again, this time joined by Don Ferraro (Suz), and David Ernst (Yam) in the first moto. Ernst led the early stages, but Cantaloupi was right behind him waiting for the opportunity to take over, which he managed. Ferraro scooped Ernst, and then it was Turner's turn. Ernst had had enough of that stuff, and held out against the next challenger, Danny Willis (Yam).

Ferraro took the lead in the second moto but Turner was right on his tail. Cantaloupi spent several laps gradually closing the gap from third. By the time Ferraro felt he was in danger, Turner was long gone out front, and way back in fourth was Bill Johnson (Yam). Cantaloupi went by Ferraro in the last lap, and was in constant danger of losing the second place with Ferraro doing all he could to take it back. Cantaloupi held out and saved his second for the moto and the first overall cash.

Results in Results Section.

Davis steady and holding at Lodi

By W. H. Spencer

LODI, CA, AUG. 19

A rather small turnout for this Stockton MC short track showed up to watch Rusty Davis maintain his strangle hold on the top spot for number one white plate.

Leading the 250 Expert class was Steve Adkins, with Jimbo Filice pressing hard in second over Dave Ryan as Davis worked up through the pack. Filice, a 14-year-old sensation working on his ninth Expert race, pressured all the way. But as the ND sponsored kid tried for a nice guy legal pass on the outside of the slippery oval he couldn't get the drive necessary to complete it which allowed trusty Rusty to make his move on the inside and Jimbo wound up in third.

Doug Chandler won the 80 Expert on the Salinas Yamaha special and Tracy Haus took the 100 Expert on the Jorgy's Cycle Suzuki — and the battle rages on for top spot in the mini class.

John McBroom held onto the 360 Expert main over Davis and Steve Ferroni but once again trusty Rusty made his presence known the hard way.

Tavis came back for the 500 Expert win, his first since the big accident at San Jose three weeks ago, and Jeff Haney on the KR Racing 500 TT took second.

Danny Malfatti seems to be in control of the 360 Novice class but he might have to give it up to join the Juniors on his old 350 XL. Rich Kroske would be happy to take over the chores after his second place finish.

Results in Results Section.

Central Pip



New Mexico series leader Bill Hansen rode the Ute Cup.



Ute Cup winner Dave Burke is clean so far through Sunday's Section One.



(Above) Bill Burgener at Exavier's Bog. (Below) Ted Arment's T-shirt said Texans need white BS for skiing.



"Beautiful place to take a five"

By Team Turtle

FAIRPLAY, CO, AUG. 20 & 21
One hundred and fifty-eight trials riders from across the country met the challenge, "Are you man enough to ride the Ute Cup?", as they participated in the 8th annual Ute Cup Trial, held in the high country of Colorado near Fairplay. The winner was Dave Burke, Jr. (Bul), a 17-

year-old high school student from Colorado riders dominated the trials, with Chuck Sutton (Bul) from Albuquerque the only out-of-state rider to break into the top ten with a fourth place finish. Boulder riders Bill Burgener (Mon) and Morgan Kavanaugh (Bul) finished second and third, 21 and 22 points behind Burke.

The Ute Cup is a two-day observed trials promoted by the Rocky Mountain Trials Association as a premier trials and is open to out-of-state riders who are not nationally ranked. The RMTA novice riders are not eligible, but are encouraged to help observe. This year few of the novices showed, so there was inconsistent observation/scoring from non-trials volunteers.

Land-use conflict developed a few days prior to the event when bow hunters complained to the state over the use of the Twelve Mile and Sheep Creek areas, where big horn sheep had been spotted. Also, residents convinced the Forest Service that damage would occur to those areas which had been designated as roadless "wilderness". The result was the elimination of eight sections and five miles of trails and roads from Saturday's loop.

Trials masters Bill Brokaw, Kevin Walker, and Kerrie Brokaw were able to set five replacement sections, but the quality suffered. In a public meeting held Thursday night, the trials riders conducted themselves with dignity, and with the help of a large group from Michigan, made a good impression on the local citizenry. This wasn't the first time that the RMTA was accused of trying to save the lives of big horn sheep by scaring them away from the hunters.

Saturday's loop consisted of 14 observed sections on 11 miles of trails and 4-wheel-drive roads ridden twice. After the allotted six hours, Dave Burke came in with 16, Morgan Kavanaugh with 19, Bill Schaaf (Kaw), Colorado's No. 1 rider, with 22, Chuck Sutton with 24, and Greg Sturm (Bul) tied with 26 apiece. Section five, deep mud with an off-camber bank topped with a large log, was never cleaned all day. Many of the less accomplished riders didn't even attempt it, but struggled around the edge of the section for their "5".

Sunday's loop consisted of 20 sections and over 20 miles of roads and trails ridden twice with an eight hour time limit. Like Saturday's loop, the trail led across Sheep Mountain at 12,600 feet, but in the opposite direction. After the first loop, Dave Burke has lost just four points and Bill Burgener six. Then it happened — afternoon showers.

Mud was tracked onto the rocks making many of the sections slippery. Scores soared.

Burke lost 14 points on his last loop and Burgener 23. Most of the other riders did the same. Second day leaders were Dave Burke, Bill Burgener, Gary Baughman (Hon) with 36, Morgan Kavanaugh with 37, Mike Stokes (Bul) with 39 and Ken Payne (Hon), a young intermediate rider, tied with Chuck Sutton with 40.

Most of the sections were difficult and of good quality. Some, like the "Cabin" and "Corkscrew" were funky but fun. A few complained that sections were too hard. At the awards presentation, illuminated by camp lanterns, Bill Brokaw didn't apologize for their difficulty, but said, "I don't know of a more beautiful place to take a five!"

Results in Results Section.

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political poop

M.O.R.E. from California

U.S. Forest Closures

By Russ Sanford

Fifteen of the U.S. National
Forests in California are under a
Stage Two Closure. The U.S.
Forest Service Regional Head-
quarters advises that this closure was
prompted by the "tinder-box"
condition of all of the forests, despite
the recent rains. The USFS explains
that a Stage One Closure means
campfires can only be had in
designated campgrounds. A Stage
Two Closure means that motorized
vehicles may only be operated upon
designated and signed administrative
roads, and that smoking may only be
done in closed automobiles and in
designated campgrounds. A Stage
Three Closure is a complete closure to
all of the public.

Personally, I don't want to go near
the National Forests in their present
condition, primarily due to the fact
that I might be trapped by a fire
caused by someone else's ignorance.
And I certainly would hate to learn of
a situation wherein a forest fire was
caused by an off-road vehicle.

But I am more indignant about
being treated as a second-class citizen.
Logging operations, chain saws,
hikers, backpackers, horsemen,
hunters, and fishermen are still
allowed throughout the National
Forests under a Stage Two Closure.
Supposedly, persons involved in such
activity will not be allowed to build
fires or smoke except in designated
campgrounds, but does anyone truly
believe that will happen?

If you would like to express your
feelings on this subject, you can write
to Mr. Douglas Leisz, Regional
Forester, USDA Forest Service, 630
Sansome Street, San Francisco, CA
94111.

But whatever you do, if you go into
the National Forests be certain to stay
on the designated and signed roads
(You know, the ones with the markings
on posts like TN31, etc.). It appears
that all trails are out, unless they have
such markings.

Stage Two Closure will be lifted just
as soon as fire conditions improve.

Kern Plateau trails are open to
ORV's in Sequoia National forest. ●

Rhodes joins unemployment ranks

Herbert Rhodes has been ousted
as Director of California's Depart-
ment of Parks and Recreation. Official word from the Governors
office came early Friday, September 2.
Russell Cahill, 39, current Director of
Parks and Recreation in Alaska has
been named to replace Rhodes.

It is our understanding, at this time,
that Rhodes will move to a position on
the California Unemployment
Insurance Appeals Board. So far, the
only information regarding this
unexpected change of command is
very unofficial. ●

(National continued from page 9)

made no difference, for on the restart
it was all Crabbe again. His runaway
win led Skip Aksland and Vince
Mead's self-sponsored Harley across
the line.

Trophy Race

The first three laps of the
"consolation" race were led by
Connecticut's Ray Legary, but he was
bumped back to second by Terry
Poovey on the fourth lap, again to
fourth by Skip Aksland and Randy
Goss on the sixth lap, and then to fifth
by Rick Hocking and his Yamaha.

Aksland moved into the lead on the
ninth lap. Poovey and Goss stayed
right with Aksland, but the win went
to the young Californian.

Roberts decided not to start the
Trophy Race after having finished
sixth in his semi. "We tried a softer
compound tire in the semi. Sure didn't
work, did it?" said a down Roberts.

National

Mike Kidd held the pole position as
a result of having turned in the fastest
heat — and from the penalty line,
remember? Joining Kidd on the front
row were Hank Scott, Freeman, Gary
Scott, Ingram, Eklund, Boody, and
Davidson. Occupying the second row
for the 20-lap race were Keener,
Springsteen, Lawwill, Schaeffer, Eves,
and Crabbe.

It was obvious by the end of the
second lap that the win, barring any
mechanical problems or get-offs, was
going to either Hank Scott or Mike
Kidd. The pair walked away from the
remainder of the field, which was
being led around by Gary Scott.

Kidd got by Scott on the outside
going into turn three and held off
Hank's repeated attempts to pass for
the rest of the race.

Third place, although held by Gary
Scott at the end of every lap, was up
for grabs throughout the race. Keener
got by Scott down the backstraight on
the 13th lap, but Scott took it back
down the front straight.

The Scott/Keener battle was joined
by Eklund and Boody on the 15th lap,
and Eklund got by Keener a lap later
to hold off both Keener and Boody to
the finish.

Behind the front runners the story
was mostly "follow the leader," since
the track's groove prevented any
passing. Jay Springsteen got by Billy
Schaeffer on the 14th lap to settle into
his ninth finishing position, pulling
Lawwill past Schaeffer at the same
time. Lawwill dropped back to 12th at
the finish.

Dropping out of the race were Billy
Eves in the early laps when "oil out of
the breather tube got on my rear tire
and put me sideways on the straight,"
and Willie Crabbe, whose Harley's "oil
plug came out and the brakes went
away."

Points race thriller — on to Syracuse

With only five races remaining, the
'77 points battle is shaping up as one
which could possibly top even last
year's in the race to motorcycling's
most coveted number one money.

Next week the venue will be the
Syracuse Mile, the world's fastest mile
by virtue of last year's record
performances by Rex Beauchamp,
who turned in a 97.64 mph qualifying
lap and Jay Springsteen, who won the
race at a mile record average of 97.510
mph. ●

Results

NATIONAL (20 laps, 8 min, 31.52 sec.): 1. Mike Kidd
(H-D). 2. Hank Scott (H-D). 3. Gary Scott (H-D). 4. Steve
Eklund (H-D). 5. Corky Keener (H-D). 6. Ted Boody (H-
D). 7. Ted Davidson (Yam). 8. Steve Freeman (H-D). 9.
Jay Springsteen (H-D). 10. Bill Schaeffer (H-D). 11. Ed
Ingram (H-D). 12. Mert Lawwill (H-D). 13. Willie Crabbe
(H-D). 14. Bill Eves (H-D).
TROPHY RACE: 1. Skip Aksland (H-D). 2. Terry
Poovey (H-D). 3. Randy Goss (H-D). 4. Rick Hocking
(Yam). 5. Ray Legary (H-D). 6. Vince Mead (H-D). 7.
Bubba Rush (H-D). 8. George Richtmeyer (Yam). 9.
Brent Lowe (H-D). 10. Billy Burbank (H-D).

VOICES OF THE WEST

Bultacos

Every time I see an ad for Bultaco, I
get so mad I could tear the damn thing
to pieces.

They brag about the great warranty
and their bikes. I bought one of their
junks and have never been ripped so
bad in my life.

This is my fourth MX bike, a 1976
250 Pursang—a garbage man's delight!
Every article I read said this bike is "the
privateer's answer;" or "it handles
great;" or "it's so fast!"

They never mention how to keep it
together for one whole race day.

In 10 months I have used the bike 10
times, most of which was break-in
time. At two weeks old and its first
race, the "new, improved" low end
goes to hell. The dealer tells me it will
be six to eight weeks—the factory doesn't
have the parts because so many others
broke before mine.

Bultaco International gave me a
break and extended my 60-day
warranty until the bike was fixed—10
weeks later.

Second race and the transmission
breaks. I'm told that I wasn't using the
clutch to shift and that caused the
breakage. Eight weeks later: no parts
at the factory for the "improved
transmission." It took another eight
weeks for the parts and \$138.

Third race and the lower end goes
again, with no more than 10 hours
total on the bike.

So there it sits after another \$110,
new and shining and collecting dust in
the garage.

These are just a few reasons why I
wish the whole damn Bultaco factory
would blow to hell!

MIKE DUVIELH
New Orleans, LA

Kasey strikes out

Kasey Rogers has made history! She
has set women's racing back 10 years.
The Women's National was a very
important event for women
motorcycle riders. How sad that it was
so poorly organized and publicized.

The scorekeepers screwed up, Kasey
created havoc at awards time and the
pit-tootsie race was a money-making
farce. (They were promised 20
minutes and got less than eight for
\$8.00)

Kasey's favoritism for certain riders
was very obvious and recognition to
lesser finishers was a slap in the face.

SYBLE MILLER
Calxico, CA

Whereathon that marathon?

I am trying to find some info on a
marathon-type race held in Colorado.
If you have the name of the club and
their address, could you let me know?

JIM GUFFETH
Fresno, CA

There is an eight hour desert race
coming up October 2, in Grand
Junction, Colo. The Desert
Scramblers, PO Box 411, Grand
Junction, CO 81501 would be the club
to contact. For more information,
check out the calendar listing for that
event in this issue...ed.

Don't believe everything you hear

It is very disturbing for me to hear of the closing of several local motocross tracks. Irwindale will be shut down soon and I have heard that Indian Dunes is going to be bought and closed by a movie company. I have heard that Saddleback is in trouble also.

I have spent \$60 on green sticky fees and I have yet to see one cent of it used correctly. I now refuse to waste any more money on the green sticker fiasco. Could you print an itemized report on green sticker expenditures? We have a right to know exactly where our money goes.

JOHN LARSON
So. Pasadena, CA

Irwindale is still negotiating with a beer sponsor to continue MX, speedway, and drag racing at the same site, so don't write them off yet. Indian Dunes is not being sold, says manager Walt James, although they will continue to rent portions to movie and TV companies for location filming. You can still ride at the Dunes even when they are shooting. Saddleback is still in business. We published an accounting of green sticky (ORV registration) expenditures in 1976 and will probably do so again this year. The money has helped secure a number of off-road riding/racing areas in communities around the state of California, and more are in the offing. Nearest to where you live is the proposed Whittier Narrows Dam ORV recreation area that Los Angeles County is putting together with green sticky funds. There has been some waste, but on the whole, results have been positive. Also, part of your biannual fee pays the unsecured property taxes on your bike, which could run as high as \$50 a year were it not for the ORV registration program... Editor.

Thanx, CRC!

A giant thank you to CRC for picking up the pieces of DRA. We rode the first CRC desert race Sunday and it was a super well-marked and fun race. For you ex-DRA riders who couldn't make it, come on out for the next race and check your place in the point standing, as it has been completely updated.

My son beat me to Novice class and we are very thankful we don't have to start all over with another racing organization. All points and transfer rides earned under DRA were carried across to CRC.

RICH & KEN HANSING
Lemoore, CA

Donner Trial School

My son (age 13) and myself (age 43) are recent beginners in the sport of cycling. Always looking for something new, we attended the Donner, California, Ski Ranch Trials School for one week. I recommend it to your readers, both advanced and beginners. They will be amazed at what can and will be done on trials bikes by some of the top riders in the world, and better yet, they will be amazed at what they will learn in bike handling. I feel that what we accomplished attending the Trials School in one week was equivalent to several years of riding and possibly a few broken bones. We intend to return every year to sharpen our biking ability and hope other riders will take advantage of this excellent facility.

BILL J. COELHO, D.D.S.
Merced, CA

We hope you liked the feature we published last week on Marland Whaley and the Trials School... Editor.

"That declivity"

Having had the good fortune to witness and report on the first motocross held at the Unadilla Valley Sport Center in June 1969, the dubious distinction of titling "Screw U" rests on my aged and sagging shoulders.

Now, alas "Screw U" will be no more (as a descriptive title, that is), but I sincerely hope that *Cycle News* will continue to send scribes of the caliber of Gianatsis and Morey, whose reportage has been comprehensive, complete and consistently informative. Our appreciation cannot be overstated, so perhaps one small cavil will not be misunderstood. "Screw-U" was not referred to as "that U-shaped gulley" but rather — for want of more ingenuity at the time — "the U-shaped declivity."

Rest assured, however, that for the Trans-AMA event a new surprise description will be used for the famed section. We'll be looking forward to your readers' response when we unveil it at the Trans-AMA two-day event on October 8 & 9, 1977. See you there.

MORRIS ALPERN
New York City, N.Y.

Racing World succeeds

The Trans-AMA Qualifier at Racing World on August 14th was a success, and has presented the So. Calif. region with a new breath of motocross.

The Qualifier was just a first step in bringing big time outdoor motocross back to its American roots. Thanks are due to a great number of concerned individuals and companies. DG Performance Specialties pitched in first. Duralube became the official oil of the event. Circle Industries came on board to help the sport. With the organizing efforts of MX West, these sponsors were joined by Southland Cycle, Chain Gang Chains, and Premier Yamaha.

To all of these people and to the 80 professional motocrossers, everyone who enjoys motocross should join us in extending our gratitude and thanks.

TED MOOREWOOD
Tri-Cross, Inc.
Trabuco Canyon, CA

Harley MX fan

Are you serious, Papa?

Your August 24 comment, re: the "seriousness" of the new HD MX250, is incredibly inconsistent with CNW's (and Mike Bell's) own observations on that machine.

CN's tester Mike Bell noted: "Everything is in the right place. The footpegs are just the right height, the rear suspension worked." CN noted: "The company has firmly committed itself to the motocross market."

And: "Harley-Davidson's Grand National horsepower is carried over to the MX250. The bike is very fast..." "For the first year of production the H-D MX250 is remarkable. AMF has introduced a bike fast enough to win any 250cc rider class..."

Tripe's '77 Superbowl heat win over DeCoster and Ellis; Ogilvie's '77 Baja Internacional 250 win, etc: Serious? You bet!

C'mon anonymous Papa; get consistent with *Cycle News*, will ya? Will the real Papa get off his tiddler and come forward, please!

BILL DUTCHER
Stamford, CT

Papa says he will believe Harley is serious when he sees a v-twin engine in their dirtbike frame... Editor.

Frame-up

In Volume XIV, Number 22: June 8, 1977, you showed a Ducati flat tracker on page 2. The bike was ridden by Kenny McDonald at the Oklahoma National. You stated that the bike was built by Eddie Wilbanks. Do you have his address and/or telephone number? I am very interested in this type chassis for my Ducati twin. Any information will be greatly appreciated.

DAVID W. SAYLES
Rt. 3 Box 825
Odessa, Texas 79763
(915) 381-3745

Kenny McDonald can be reached through K&N Engineering in Tulsa. We're printing your address and phone in case Wilbanks wishes to contact you direct... Editor.

Claim to fame, but not to frame

I wonder if you would be so kind as to explain the claiming rules to me.

It says Urbanowski claimed Roberts' engine. Does that mean the whole bike or just the engine?

JIM ZAGRODZKY
Laguna Beach, CA

A recent change in the AMA claiming rule allows a fellow competitor to claim a race winner's engine and transmission unit, exclusive of the frame, wheels, seat, tank, etc. The claiming rule exists to keep high-\$\$\$ factories and individuals from dominating AMA racing. But it was argued that one's frame, handlebars, etc. are personal items, like helmet, or clothing, and not likely to constitute unfair advantage... Editor.

Why wasn't it stopped?

While watching the Terre Haute races on TV we were appalled and amazed at the ineffectiveness of AMA officials on letting our professional riders take such a risk. We know people will say "you had to be there." Well, be that as it may, it seems there were enough AMA people from the home office to have had the gumption to stop it when they saw the dangerous track conditions develop, including the new Czar of professional racing.

MIL HORKY
Columbus, Ohio

Roger DeCoster story

I have one question about the Roger DeCoster story.

Where can I get the book? Also, how much is it?

I don't subscribe to your paper, (I will soon) but I got every issue of the serialization of the Roger DeCoster story.

You've got the right idea — more profiles — Like the one on Gerrit Wolsink — and more pictures from Europe.

JOE REED
San Antonio, TX

Unfortunately, author John Huettner has not yet signed a contract with a publishing house for book rights to the Roger DeCoster story. When (and if) he does, we'll publish the information in Cycle News... Ed.

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

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How to survive in Baja

By M. Hjalmarson

With increasing frequency, especially during the summer months, one reads of bikers lost in Baja. In general, the men are experienced riders, but all too often their rides have ended in tragedy. Again in June, two young men lost their lives in the Baja desert. Not long before that a group with Harry Oxley were luckier, but their experience (See *Cycle News*, #9, March 9, 1977) is one they will never forget. In May another biker, Rick Miller, crashed while helping to mark the SCORE Baja 500 course. He was found and saved. Miller had no food, water or maps, nor was he familiar with the area. In early June, a Mexican photographer photographing race pre-runners died.

In the remote desert wilderness north of San Felipe and east of the Sierra Juarez mountains, an unusually high number of men have lost their lives in the past year. It is inevitable that the tragedy will be repeated.

Why are men losing their lives in this area of Baja? How can it be avoided? What can you do for your safety if you plan to ride in Baja, particularly the desert areas? Who do you contact if you suspect a friend or family member may need help?

In the past 15 years my family has traveled a good portion of the Baja California peninsula — by truck, motorcycle and Baja bug. In the past five years we have covered thousands of miles in the northern part of Baja helping to lay out and put on the Tecate 500. Because of our familiarity with the area, we took part in July of 1976 in the search for William Kastorff and Matsayuki Tanaka, two motorcyclists who were ultimately found dead in the Mexican desert. At that time we met Mr. Ed Goodell, search coordinator of the De Anza Rescue Unit, which is centered in the Imperial Valley. Goodell is an expert on survival and search and rescue. He has taken part in over 100 searches in the deserts of Baja California and the Imperial Valley.

We visited recently with Goodell and with Lt. Robert Morse, recently retired coordinator of the Search and Rescue of the Californias (SAROC) and Sgt. John Mander, present coordinator, concerning search and rescue, particularly in Baja. These conversations made us much more aware of the problems of survival and as a result changed some of our ways of travel. We particularly came to the realization that even with our experience off-road in Baja, circumstances could put us in the same situation as those who have lost their lives. It is our

hope that by making others more aware of the problems also, this most recent trend of loss in Baja can be reversed.

Search and Rescue of the Californias

The Search and Rescue of the Californias (SAROC) is a group made up of rescue groups from both the United States and Mexico. SAROC is jointly coordinated by the Chief of the Mexicali Fire Department and the San Diego County Sheriff's Office. The many rescue groups which are a part of SAROC are made up of well trained, dedicated persons who donate their skills and time. They volunteer their vehicles, gear and knowledge in rescuing those who become lost or disabled. Although not an official part of the group, the Mexican vaqueros with their exceptional tracking skills have also been of immense value, as have some of the old ranch families such as the Melings.

The Problem

As the Bureau of Land Management (BLM) has tightened its grip on riding in California, more and more motorcyclists have turned to Mexico for riding freedom. The popularity of the SCORE races has also drawn many. The desert wilderness in Baja can be much more treacherous than the high desert near Los Angeles where so many are used to riding. Being almost at sea level, temperatures are often considerably higher in Baja, and it is much more humid. The area from Puertocitos north to Mexicali and west to Tecate is an area in which many have become lost. Beginning with the death in 1975 of Fred Mundy, the area bounded on the south by San Felipe, north to Laguna Salada and west to the Sierra Juarez has become particularly problematic. It is an imposing and wild area, with extremely rugged terrain with little vegetation. The road drops from 4,000 feet to sea level. It is in this area that most motorcyclists are losing their lives.

More and more riders, either accidentally or out of ignorance of the true wilderness below are going down the old pole line road into the desert. Some have made a wrong turn, realizing too late it's not the way to Valle de Trinidad. Others have tried to follow the SCORE course. The SCORE course map shows gas at Checkpoint II. This is the day of the race only! There is no gas normally available in the area at all! Even with big gas tanks, most bikes cannot go from one gas point to the next place it is available. The problem is compounded by the fact that the area is criss-crossed by many roads often making it difficult to follow the correct trails.

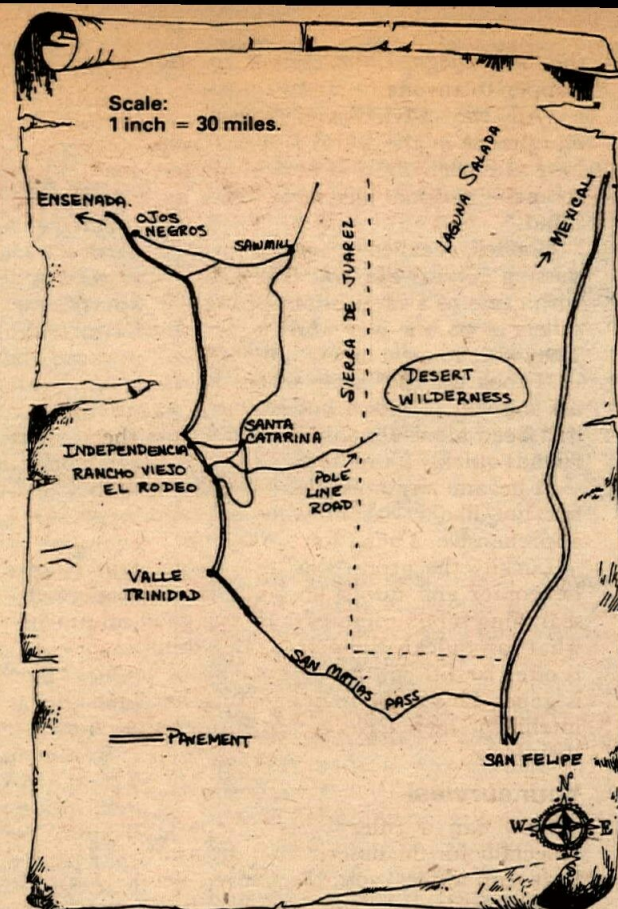
According to the SAROC report on the search for Tanaka and Kastorff, "This area of Mexico is a popular area for bikers, being part of the race course, but it should be remembered that it covers several hundred square miles with virtually no sign of habitation other than a couple of isolated ranch houses. It is a desert with the normal lack of water and it is a potentially fatal area for a biker in the summer. Unless they are accompanied by a vehicle it is extremely difficult, if not impossible, to carry enough water to compensate for dehydration. If any type of immobilization should occur the chances of survival are almost non-existent. Our only recommendation for survival would be to stay out of the desert wilderness during the summer months."

Desert survival

"Few people realize that the hot summer desert is one of the most hostile environments on earth. Water is the most valuable piece of survival equipment that anyone can have in the desert," according to the De Anza Rescue unit publication *Survival*. The biggest problem one faces in heat is mind is effected fairly quickly and thus the ability to make rational decisions. "Many factors affect water requirements, among these the most important are temperature, physical activity, body size and clothing."

The more one moves the faster the dehydration process. Heat and humidity, as are often found in this area of Baja, combine to cause faster dehydration. Due to the humidity, the evaporation of perspiration needed to cool the body occurs at a higher temperature. Therefore, the body perspires more to try to cool itself, thus causing faster dehydration.

The De Anza Rescue Unit in particular is concerned with desert rescue. Having found that many theories on desert survival were based on 30-year-old Army tests, Tomas J. Bozak, a De Anza member, compiled what has been learned over the past years in their searches. Many of the findings are surprising and contrary to popular belief. Bozak's research has been written in a paper, "Physiological Aspects of Search and Rescue in the Desert." Following are some of his findings:



1. The effects of dehydration on the human body depend primarily on the degree of dehydration, the amount of physical activity and the temperature. For small amounts of dehydration, there may be no apparent effect. As dehydration increases there may be some mild thirst accompanied by a loss of appetite for food. (This occurs at 1% dehydration — a loss of 1% of your body weight.) Additional dehydration (2%) will result in a feeling of weakness and fatigue, and may cause emotional instability and impairment of judgement (4%). As dehydration further increases, the physical and mental effects become gradually more severe, until the individual collapses and dies of heat stroke (6-10%). A serious level of dehydration can often be reached without the victim realizing it. Often his friends may notice long before the victim does.

2. In hot weather thirst does not keep pace with the body's need for water, so you should drink a lot more than you feel like drinking. Drinks containing alcohol or caffeine are not as good because they act as diuretics and increase water loss in urine.

3. Even if you find yourself in a survival situation *do not try to conserve water*. It is the water in your body that prevents dehydration, not the water in your canteen. It is surprising how many persons have been found dead with half full canteens.

4. Wear proper clothing — long pants, long sleeve shirt, shoes. Keep your head covered.

5. It has been shown that a 154-pound person carrying a 20-pound pack and walking in the sun at 100° would require 1.3 quarts of water per hour to replace that which is lost due to sweating. It is best to exert as little energy as possible.

6. The difference between good shade and direct sunlight is equivalent to a 10° difference in air temperature. The sand itself may have a surface temperature of 140-150 degrees so it is best to stay up off the sand whenever possible.

7. An average person sitting in the sun on a 110 degree day will survive only eight hours without water.

8. Under the most ideal conditions a solar still will give only one or two glasses of water a day, and in hot weather a person will sweat more water than that making the still.

9. A person will also sweat faster than he can get water out of a barrel cactus during hot weather.

This could save your life!

There are many, many more problems with dehydration. It is especially important to realize how quickly one's mind is effected due to dehydration in hot weather.

One of Mr. Goodell's experiences as related to

the *San Diego Union* serves to show what can happen to anyone.

"All the advice and survival training and equipment in the world will not help because not long after dehydration begins you lose your ability to make rational decisions. You go out of your mind."

Goodell recalled a search in 116° heat for a missing 16-year-old boy. The search party he was with came to a large outcropping. He directed the others to go one way while he searched the other. They were to meet on the other side.

"I took off 180° from where I was going. Don't ask me why. I didn't know what I was doing. If I had been alone I would have died out there." His friends quickly found him.

"I became argumentative. I was not sick at first. I felt hot like I was burning up, and I was very apprehensive. Then I felt nauseated."

Luckily the group was able to get him out by helicopter and into a hospital. He had only been searching for 45 minutes! This is a good example of what can quickly happen to one's mind, and why it is often so difficult for a person to be found. Logic is gone. This is the major reason that good riders, intelligent men have gotten into trouble and lost their lives.

Your survival

How can a rider better prepare for survival, especially for the desert? First, be aware of how the heat can effect you. Secondly, before leaving home, particularly when going into a remote area such as Baja, plan exactly where you are going and by what route. Leave these plans with your family or a friend and instruct them as to who to contact if you do not return on time. Don't change your plans later. Leave information where you will leave your vehicles when you unload. Leave a good description of your bike, clothing and other gear. Who is going with you? What does their gear look like? When do you plan to return?

What can you carry for your safety? Ed Goodell suggests you carry water, a metal match (fire starting) and steel wool, signal flares and proper clothing. Sgt. Mander, a pilot, has assembled a pack he carries which is easily adaptable to motorcycles. He uses a plastic holder for a cigarette

pack (good as a scoop, cup, etc.). Inside, Mander carries a small mirror for signaling, a small compass, two Band-Aids, needle, razor blade and two prophylactics, each of which will hold about a quart of water if held carefully in your helmet, a sock or something similar. In the pack he also carries matches, chapstick and nail clippers. Around the outside is wrapped thin nylon cord. A small piece of stainless steel (about 2x3) can be carried in one's wallet for signaling. A couple of flares can be easily taped to your bike. Another item that could be put under the bike seat is a cigarette pack size "space blanket." It is reflective and could serve as shade.

It is important to carry water, however, a canteen won't get you very far in extreme heat. "In as much as you are unable to carry a sufficient amount of water in a survival situation you should have positive backup or limit your range of activity," advises the De Anza Rescue Unit's *Survival*. Be sure your bike is in good mechanical condition. Carry the most essential spare parts and know how to repair and recognize your mechanical problems. If you are headed into the Baja desert at any time of the year, you will also need to carry extra gas.

Maps of Baja are of questionable accuracy, especially in the more remote areas where many roads are not shown, but they are still helpful. Many places identified on Baja maps are only remnants of the past. For example, Campo la Victoria is on many maps. It is not too far from the pole line road into the desert. Campo la Victoria consists of a cement slab and an old truck in a ravine. The maps, however, are good for orientation. Before leaving and as you travel continually orient yourself. Take the time to observe things around you and where you are going. Keep track of landmarks, directions traveled and mileages. This makes it possible to backtrack if it should become necessary. If you can, go with someone who is truly familiar with the area. A four-wheel vehicle with you can be of immense value. Stay close enough together that you can check on each other every once in a while. Fill up with gas when you can and watch the level of your gas.

Gas is a problem in many areas of Baja. If you

are headed south-southeast of Tecate, top off with gas before leaving the pavement. Except for towns on the pavement, the sawmill is the only place to get gas in the area. Because of the most recent deaths, Raul, of the Repeaters, is having metal warning signs made to that effect. They will be placed along the mountain route and especially at the top of the pole line road, the grade into the desert.

What if you become disabled, particularly in the desert heat? Generally it is best to stay with your bike. Put it on its side in the middle of the trail. Find a bush or anything to sit under for shade and remain as inactive as possible. The first search is always made by plane. Using a razor blade or knife, shave tread from your tires until you have a fairly good pile. Mix it with crankcase oil and you have a signal to light when you see or hear a plane. If you make the decision to leave your bike and hike out, again, leave it lying in the middle of the trail. Point it in the direction in which you will go. Also leave a note as to date and direction you are going. Then stick to that plan. Leave arrows drawn in the dirt or made from extra gear. Anything unusual, a line of rocks across the road for example, will be seen by the pilot and it will help guide him to you. All these help him to find you faster. It is conceivable some of the previous victims might be alive today if they had not hidden their bikes. Your life is more valuable than your bike.

If you suspect someone is in trouble

If your friend or family member does not return on schedule, notify the San Diego County Sheriff's Office. Be prepared to give them as much information as possible. Do not take off looking on your own.

Too many have already lost their lives in the Baja desert. Hopefully that can be prevented. The De Anza Newsletter advises "Summer is obviously upon us and our best advice during these hot months is; if it's not absolutely necessary for you to be on the open desert — DON'T GO! The high temperature is both unrelenting and unforgiving. There are no allowances for mistakes, errors in judgement, or unexpected problems. The results of any of these are all too frequently 'death from dehydration.' Don't become a summer statistic!"

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Sled Riders M.C. trophy pick up for the May 8 Hare and Hound, may be picked up at the next three Dist. 37 desert races. (714) 737-7607. Norco, Calif. (34/3x)

San Bernardino M.C. January 23, 1977 Hare N Hound trophy pickup may be arranged by calling (714) 822-8922. For those of you who earned them and haven't picked them up, please call or write to: S.B.M.C., 7896 Kempster Ave., Fontana, CA 92335. (34/3x)

The Desert Daisys are having an old fashion trophy presentation. Live band, free beer, and a bar will be set up. Date: Sept. 23 Fri. night. Time: 8:00 p.m. Place: American Legion Hall, 239 E. Holt Ave., Pomona. Take San Bernardino Frwy. to Gary off ramp south to Holt, left one block. For more info: Lynnette Zuber (714) 624-9651 10 a.m.-6 p.m. (36/3x)

For listing in this department, please mail information with \$1.00 per week that it is to run to: Cycle News Trophy Pickup, Box 498, Long Beach, CA 90801.



Victory Box

CRC Scrambles
Richard Zajic-1st 250 Nov
(Richard has been using Duralube 2 yrs. - Thanks Richard)

Tim Sloan-1st Open Am
Gary Gibbons - 1st 250 Jr/Sr class
Escape Country \$1,000 MX
Goat Breker-1st Open Pro
Lidell Eide-1st 100 Pro
Adam Renteria-1st 80cc Mini Pro

Ascot MX
Alan Lucas-1st 80cc Nov

Anyone who qualifies for the Victory Box will receive a free 'Mothers Milk' T-shirt

NOTICE: Duralube users call 213-795-7628 with win results. Call day or night.

A.M.E. Electro Amateur Nationals Indian Dunes Valencia, Ca. August 28, 1977 By Lee Taylor

MINI JR.	
Ron Williams	Yam
Billy Fullmer	Yam
Matt Nation	Suz
100 JR.	
John Langhammer	Yam
Tom Bence	Suz
Nick Athans	Suz
125 JR. DIV. 1	
Bob Gilbert	Suz
Robin Busse	Yam
John Pritchard	Hon
125 JR. DIV. 2	
Eric Graves	Yam
Mark Currie	SSS
Jerry Martinez	Yam
125 JR. DIV. 3	
Bill Reccia	Suz
Mark Sirota	Yam
Mark Amendola	Yam
125 JR. DIV. 4	
Glen Grossman	
Les Rogers	
Les Toffel	Yam
250 JR. DIV. 1	
Jerry Irelan	Yam
Kevin McLaughlin	Yam
Pete Snorteland	Suz
250 JR. DIV. 2	
Scott Walker	Suz
Joel Harriott	Yam
Randy Reinhard	Mai
250 JR. DIV. 3	
Brad Nevins	Mai
Jim Huber	Hus
Wayne Gann	Hon
500 JR.	
Bob Arell	Mon
Darryl Flake	Yam
Bill Wright	Yam
MINI INT.	
Willy Wright	Yam
Tom Wilson	Suz
Scott Davis	Suz
100 INT.	
David Baker	Suz
J. Rogers	Suz
Mike Mercier	Suz
125 INT. DIV. 1	
Dave Vicioso	Suz
Kent Bernstein	Hon
Rod Richardson	Suz
125 INT. DIV. 2	
Jim Cote	Suz
Kenny Spiker	Suz
Mike Gosselaar	Yam
250 INT. DIV. 1	
Randy Gauvin	Yam
Jamie Einbund	Yam
Don Draskovich	C-A
250 INT. DIV. 2	
Bob Bang	Mai
R. Guilmette	Yam
Joe Johnson	Yam
500 INT.	
Tom Shepard	Suz
Bruce Carpenter	Mon
Peter Penland	Mai
125 JR. MAIN	
Eric Graves	Yam
125 INT. MAIN	
Dave Vicioso	Suz
250 JR. MAIN	
Jerry Irelan	Yam
250 INT. MAIN	
Greg Torgerson	Suz
Darryl Flake	Mai

A.M.F. Road Race Pt 9 of 16 Races Thru August 6, 1977 By Jim Lester

50cc GP	
Jewel Hendricks	33
James Ahrens	23
Bob Nolan	17
100cc GP	
Mike McAvoy	47
David Elliot	28
Tim O'Hara	26
125cc GP	
Doug Draper	82
Bill Brinkerhoff	70
200cc GP	
Bill McGill	39
Kevin Burke	27
Jim Lester	24
250cc GP	
Mike Baeder	48
Alan Collins	44
Doug Draper	41
500cc GP	
Mike Ross	61
Dan Spisak	59
Mike Summers	58
OPEN GP	
Paul Ritter	39
Bob English	33
Bob Ocan	28
125cc PROD.	
Allen Sherbal	79
Bill Mullins	70
Virginia Aldrich	48
200cc PROD.	
Leroy Gerke	70
John Chermak	55
Gordon Seim	55
250cc PROD.	
Gordon Seim	95
John Chermak	83
Steve Stirrett	37

410cc PROD.	
John Chermak	63
Gennady Liubimsky	53
Steve Sizelove	49
550cc PROD.	
Mike Sachs	60
Martin Sachs	54
Larry Shultz	53
750cc PROD.	
Paul Ritter	96
Goron Seim	34
Paul Richards	33
OPEN PROD.	
Vance Breese	83
Leroy Gerke	78
John Dyer	34
SIDECARS	
Larry Coleman	47
Wayne Lougee	41
Craig Marx	35
SUPERSTREET	

Bill Henry	79
Fred Koren	51
Martin Sachs	27
SUPERSTREET (OPEN)	
Mike Kauzlarich	62
Kerry Bryant	57
Vance Breese	42
410cc BOX STOCK	
Bob Lugliani	58
Jari Ristola	27
Steve Stirrett	18
675cc BOX STOCK	
David Cannon	05
Tom Ballantyne	04
Ken Farmer	04
OPEN BOX STOCK	
Billy Addington	34
Steve Epstein	17
Chuck Parme	13
TOTAL PROD.	
John Chermak	213
Gordon Seim	184
Leroy Gerke	148
TOTAL GP	
Doug Draper	123
Dan Spisak	72
Bill Brinkerhoff	70

TT & Half Mile Corona Raceway Corona, Ca. August 24, 1977 By Elaine Jones

TT	
MINI	
Dave Brzozowski	Hon
Greg Nelson	Yam
125cc NOV.	
Don Milan	Suz
Paul Banta	Hon
Tim Folsom	Zun
125cc AM/EX	
Robert Pletzing	Yam
Chris Cannon	Yam
Eddie Drake	Hon
250cc NOV.	
Scott Oliver	Yam
Tim Hethcoz	Yam
Tony Flores	Hon
250cc AM/EX	
Jeff Johnson	Yam
Lee Hales	C-C
Tom Hughes	Ossa
OPEN NOV.	
Robert Pletzing	Yam
Scott Oliver	Yam
Darren Lowrey	Yam
OPEN AM/EX	
Eddie Lawson	Yam
Pat Dobbins	Tri
Rick Thompson	Mai
HALF MILE	
MINI	
Greg Nelson	Yam
Darren Bell	Hon
Kyle Henry	Hon
125cc NOV.	
Don Milan	Suz
Jim Livingston	Yam
Paul Banta	Hon
125cc AM/EX	
Chris Cannon	Yam
Robert Pletzing	Yam
Boby Garabedian	Yam
250cc NOV.	
Scott Oliver	Hon
Tony Flores	Hon
Kevin Todd	Kaw
250cc AM/EX	
Rob Salvy	Yam
Lee Hales	C-A
Jeff Johnson	Yam
OPEN NOV.	
Greg Beloit	Yam
Scott Oliver	Yam
Scott Thurlow	Yam
MONEY	
Eddie Lawson	Yam
Pee Wee Gleason	Bul
Matt James	Tri

R.A.C.E. MX Corona Raceway Corona, Ca. August 19, 1977

MINI BEB. DIV. 1	
Dave Odem	Suz
Tim Higginson	Yam
Craig Edwards	Yam
MINI BEG. DIV. 11	
Peter Meshkoff	Yam
Don Sigrest	Yam
Jeff Wilkinson	Yam
MINI NOV.	
Rick Soria	Hon
raig Seeley	Yam
Rick Anderson	Yam

MINI EX.	
Mike Word	Yam
Eric Collins	Yam
Karl Johnson	Yam
100cc	BEG.
Jeff Camarigg	Suz
Todd Richards	Yam
Mark Loberg	HCS
100cc NOV.	
Warren Bell	Suz
Larry Hernandez	Suz
Ronald Jacobs	Suz
125cc BEB. DIV. 1	
Brian Held	Hon
Scott Seeley	1/4 Suz
125cc BEG. DIV. 11	
Paul Hernandez	Suz
Bob Pankratz	YOP
Tom Hernandez	Hon
125cc BEG. DIV. 111	
Stan Galvez	Suz
Brice Weddle	Hon
Noel Hughes	Yam
125cc NOV.	
Todd Heemsbergen	Yam
Chuck Greeson	Yam
Bob Prerell	Hon
125cc INT.	
Donnie Davis	Yam
Steve Harper	Yam
Vinnie DiPadova	Suz
125cc PRO	
Marty Miller	Suz
Scott Carnahan	Yam
Philip Thorstensen	Suz
250cc BEG. DIV. 1	
Steve Phillips	Hon
Tim Angelini	Suz
Bill Wood	Hus
250cc BEG. DIV. 11	
John Silva	Kaw
Bart Jordan	Suz
Jeff Yoder	Yam
250cc NOV.	
Dave Kqch	Yam
Dan Smith	KTM
Tom Burmeister	Yam
250cc INT.	
Tom Karos	CZ
Keith Doege	YM
Tony Feldhaus	Yam
250cc PRO	
Marty Miller	Suz
Mick Jacobs	Suz
Kelly Callaway	Yam
500cc BEG.	
Ed Black	Suz
Doug Yarnell	Yam
Jerry	Hilbranch
500cc NOV.	
David A 1/2 dama	Suz
1/4 ed Mc 1/4 queen	Mai
Mike Hardy	Yam
500cc NOV.	
Eddie Lawson	Yam
Paul Vaccarello	Yam
Scott McCarty	Hon
500cc PRO	
Goat Breker	Hus
Wayne Martin	Yam

Sand Hill Ranch Friday Night MX August 5, 1977 Brentwood, Ca. By Tom Anderson

MINI NOV.	
Rodney Smith	Suz
John Looney	Suz
Al Deshaies	Yam
MINI INT.	
Gary Johnson	Yam
100-125 BEG.	
David Redgrave	Suz
Craig Richey	Suz
Ralph Pantell	Suz
100 NOV. EX	
Frank Hastings	Suz
125 NOV.	
Mike Brown	Kaw
Tim Nobles	Yam
Mike Chauncey	Suz
250 NOV.	
Wes Morrell	KTM
OPEN NOV.	
Merle McCoy	Yam
Paul McGarth	Yam
Tim Birminton	
125 EXPERT	
Shawn Cady	Suz
250 EXPERT	
Joey Schlag	Yam
VETS/O. TIMERS	
Louis Shapiro	Bul
VETS/O. TIMERS EX.	
Jack Lewis	Bul
ODYSSEY	
Alan Fisher	Hon
MONI - MONEY	
Rodney Smith	Suz
TROPHY DASH	
Mike Brown	Kaw

A.M.E. Youth Div. Indian Dunes August 28, 1977 By Lee Taylor

PEE WEE STOCK	
Donny Lamb	Ind
PEE WEE MODIFIED	
Warren Provost	Ind
R. Swearingner	MV
JR. CYC STOCK BEG.	
Jessica Swearingner	Ind
Warren Provost	—
Sean D. Riley	Hon
0-83cc STOCK BEG. 6-8yrs.	
Buddy Dumo	Yam

Carl Tignino	Yam
Tim Young	Hon
0-83cc STOCK BEG. 12 & over	
Bob Gomez	Suz
Daniel Sanchez	Suz
Dane Walsh	Suz
0-83cc MOD. BEG. 12 & OVER	
Robert Zirbeck	Yam
Joe Dassa	Hon
John Simmons	Yam
Jr. cyc mod.	
Josh Price	Itj
W. Armendariz	Itj
Brian Held	Hon
JR. CYC STOCK	
Josh Price	Itj
Todd Walsh	Hon
Carl Tignino	Itj
0-83cc STOCK JR. 9-11 yrs	
Gary Szilagyi	Suz
David Seekins	Suz
Frank Darr	Yam
0-83cc STOCK JR. 12 & OVER	
MRK Chikosowa	Suz
David Benson	—
Mike Bess	Yam
0-83cc MOD. JR. 6-8 yrs.	
Jim Ford	Yam
Gary Szilagyi	Suz
Walter Armendariz	Suz
0-83cc MOD. JR. 9-11 yrs	
Frank Darr	Yam
Jason Wagner	Yam
Todd Walsh	Hon
0-83cc MOD. JR. 12 & OVER	
Richard Held	Yam
Mike Bess	Yam
Wayde Nichols	Yam
JR. CYCLE STOCK INT.	
Jim Ford	Itj
Todd Bess	Itj
0-83cc MOD. INT.	
Cindy Dumo	Suz
Eddie Green	Yam
JR. CYCLE MOD. EX.	
Buddy Dumo	Itj
Gary Szilagyi	Suz
Todd Bess	Itj

A.M.E. Bosch 77 Summer Series Indian Dunes Valencia, Ca. August 26, 1977 By Lee Taylor

100 BEG	
Jim Hamilton	Yam
Don Jensen	Suz
125 BEG. DIV. 1	
Ken Lee	Suz
Keith Nickier	Suz
Bob Krattiger	Suz
125 BEG. DIV. 2	
Greg Blechman	Hon
Martin Gardner	Yam
Daryl Foster	Yam
250 BEG.	
Wayne Gann	Hon
Tony Eschenbrucker	Suz
Jim Neubauer	Yam
500 BEG.	
Mike Wright	Suz
Chris Heckert	Suz
MINI JR.	
Billy Fullmer	Yam
Gary Reichenback	Yam
Chip Hams	Yam
100 JR.	
Brian Port	Suz
John Langhammer	Yam
Joe DiBernardo	Yam
125 JR. DIV. 1	
Mark Amendola	Yam
Bill Reccia	Suz
Scott Donovan	Yam
125 JR. DIV. 2	
Scott Kincaid	Yam
Gene Runino	Suz
Dave Van Bibber	Hon
125 JR. DIV 3	
Tony Costello	Suz
125 JR. DIV 4	
Dana Berg	Hon
Rich Thomas	Suz
Todd Bausch	Suz
250 JR. DIV. 1	
Tom Malone	KTM
Pete Snorteland	Suz
Joe Bertchi	Suz
250 JR. DIV 2	
Pete Murray	Suz
Dale Wipperman	Mai
Rich Arnold	Suz
250 JR. DIV. 3	
Dave Andrews	Ossa
Duane Jackson	Yam
Curt Hansen	Yam
500 JR.	
Rick Denney	Suz
Pat Morgan	Yam
Mark Carter	Suz
MINI INT.	
Shawn Lane	Yam
Jim Busby	Yam
Ed Williams	Yam
100 INT.	
Dauid Baker	Suz
Steve Spooner	Suz
Steve Oldfield	FMF
125 INT. DIV. 1	
David Serian	Hon
Mike Prunty	Yam
Jim Stewart	Suz
125 INT. DIV. 2	
David Lee Strong	Suz
Rick Guilmette	Suz
David Lynch	Hon
250 INT.	
Jamie Einbund	Yam

Greg Torgerson	Suz
Jeff spoor	Suz
500 INT.	
Bob Schnoor	Ma
Bob Root	Ma
MINI EXP.	
Erik Kehoe	Yam
Eddie Glover	—
Donald Best	Yam
100 EXP.	
Mike Nance	Suz
Rusty Wageman	—
Andy Meszaros	Yam
125 PRO	
Mike Pillar	Suz
Edwin Arnet	Suz
Tim Locey	Yam
250 PRO.	
Don Hansen	Yam
Mark Gambetta	Suz
Andy Jannings	C-A
500 PRO.	
Andy Jannings	Yam
Steve Rawson	Yam
Dave Haugh	Suz
WOMEN'S DIV.	
Lisa Christensen	Yam
RoxAnn Dougherty	Hon
VETERANS	
Larry Shoemaker	Yam
Joe Brown	Yam
Keith Phillips	Puch

RESULTS



125 NOV.	Hon
Dominic Salazar	Yam
Steve Berra	
200 NOV.	Bul
Cole Hudson	Bul
Tom Castagnola	
250 NOV.	
Tony Deatherage	Yam
Glen Olivera	Hon
Kim Wilson	C-A
250 JR.	
Keith Peechar	Bul
Ron Whittaker	Bul
Dean Cleeton	Mon
250 EX.	
Gary Rossi	Yam
Tim Skov	C-A
John Walderner	Yam
360 NOV.	
Rick Decarly	Bul
Tim Tewbury	Hon
Jan Schaffer	Yam
360 JR.	
Kent McConnell	Bul
Ricky Vassallo	Yam
1/4 Gary Davis	CZ
360 EX.	
Fenn Pervie	Bul
Charles Gondola	Yam
Robert 1/4 Boyer	Bul
500 NOV.	
Scott Avish	Yam
Rodney Avilla	Hus
Rick Wood	Yam
80 MINIS	
Ken Scott	Yam
Charles Venega	Yam
Tod Morita	Yam

OVER The Hill Gang
Spillway Park
Santa Maria, Ca.
National Vets Cub
August 20 & 21

EXPERTS

Carl Nelson	KTM
Maniac Mike	KTM
JUngle Joe	Yam

AMATEURS

Ray Charleworth	Suz
Plucker Paul	Yam
Driller Dale	Bul

INT.

Nauseous Norm	Kaw
Amorous Alan	Suz
Begonia Bill	Hon

NOVICE

Come-on-Chuck	Mai
Baboon Bob	Suz
Decomposed Dan	Yam

ST - Oakdale
Oakdale, CA
Aug. 27, 1977
By Ann Carr

MINIS

100 EX	
Doug Chandler	Yam
Tracy Hays	Suz
100 NOV-JR	
Erin McIlhatton	Suz
Scott Rose	Yam
80 EX	
Doug Chandler	Yam
Tracy Hays	Suz
Scott Nugent	Suz
80 JR.	
Erin McIlhatton	Suz
Buddy Wilson	Suz
60-80 NOV	
Dana Douglas	Suz
Jeff Tillery	Suz
MAXIS	
100 NOV	
Monty Latif	Yam
Todd Winkler	Yam
125 NOV	
Dewey Presses	Yam
Jeff Mason	Yam
Monty Latif	Yam
125 JR	
Rolf Greenhill	Yam
Tony Holdscraw	Yam
Terry Adams	Suz
125 EX	
Duane Snell	Yam
Rick Woods	Hon
200 NOV	
Tim Adams	Suz
Allan Malm	C-A
250 NOV	
James Eden	Hon
Skeeter Holland	Pen
250 JR	
Richard Arnaiz	C-A
Mike Fruzen	Yam
Gary Gallagher	C-A
250 EX	
Jeff Haney	Yam
Rusty Davis	Yam
Dennis Huff	Bul
360 NOV	
Steve Hageman	Hon
Frank Sanchez	Hon
360 JR.	
Steve Ebright	Bul
Dave Harvey	Bul
360 EX	
Bill Wheat	Yam
Rusty Davis	Yam
500 NOV	
Orville Easley	Yam
Tom Knight	Suz
500 EX	
Rick Ekfund	Yam
ODYSSEY	
Chuck Ennis	
Earnest Brewer	

CMC MX
South Bay Pk.
Chula Vista, CA
Aug. 24, 1977
By Chuck Burris

MINI JR

John Galea	Yam
Ken Warne	Suz
Chris Easterling	Yam

MINI INT

Dan Almond	Suz
Kerri Paulsen	Yam

MINI EX

Robert Nolin	Yam
John Carter	Yam
100 JR	
Clint Hardick	Suz
Rick Clawson	Yam
Mike Cady	Yam
100 INT	
Jeff Almond	Suz
PP (100)	
Teresa Nolin	Hon
125 PRO	
Terry Shekell	Yam
John Tessitore	DG
Nelson Whitehall	Yam
250 PRO	
Arron Bassett	KTM
Steve Bartley	Yam
500 PRO	
Chris Chaffee	Yam
Tim Marsh	Yam
Max Maple	Mai
125 INT	
Doug Lott	Yam
Rick Johnson	Yam
Don Fuller	Suz
125 JR I	
Dan Worley	PCS
Matt Hope	Suz
Allen Fox	C-A
125 JR II	
Ron St. Germaine	Suz
Tom Lund	Yam
Tracy McMillen	Suz
125 JR III	
Scott Meyer	Suz
Clint Hardick	Suz
Tim Bodenhamer	Yam
250 INT	
Donnie Campbell	Suz
Jerry Benson	Suz
Abian Leleir	Suz
250 JR I	
Paul Woods	Suz
Ric Secor	C-A
P. Derrick Privett	Suz
250 JR II	
Keith Lynas	Oss
Rick Wollin	Yam
Juan Sevilla	Suz
250 JR III	
Scott Douglas	Yam
Rick Cheshire	Yam
Brian Weiner	Suz
500 INT	
Frank Duran	Suz
Mark McNalty	Mia
Mark Day	Yam
500 JR	
Wes Maine	Suz
Craig Infeld	KTM
Earl Turman, Jr.	Mai

2nd Qualifier overall
standings
Plymouth, CA
Aug. 28
By Joyce May

125	
D. Waxham	50
J. Wooten	42
D. Coupe	40
T. Odekirk	35
A. Garcia-Bossi	29
C. Cummings	27
G. Collingwood	25
K. Bates	21
M. Sudberry	21
S. Goldsmith	19
D. Willis	18
S. Lewis	16
D. Vetter	13
B. Darling	10
S. Davis	5
260	
J. Leshiewski	47
E. McKenna	42
J. Minor	34
A. Bertluti	32
J. Fisk	30
T. Gumbmann	30
D. Morris	25
F. Griego	24
B. Shoreen	22
R. Brand	22
J. Sawtich	20
R. Spore	19
G. McNamara	19
T. Welker	18
J. Stewart	12
OPEN	
C. Pettigrew	50
T. Ararcon	44
W. Martine	40
E. Gonzales	33
J. Shurtz	31
G. Cheatham	27
D. Wiggins	27
T. Kohlmeister	27
J. McClinton	21
M. Shadoan	18
C. Howell	18
K. Booth	16
J. Peterson	14
T. Hart	14
B. McClinton	14

ST - Newman
Oakdale, CA
August 26
By Ann Carr

MINIS

100 EX	
Tracy Hays	Suz
Doug Chandler	Yam
Mark Key	Yam
100 NOV-JR	
David Pettit	Yam
80 EX	
Tracy Hays	Suz
Jamie Mason	Yam
Chris Carr	Yam
80 JR.	
Charles Pettit	Yam
Tommy Knight	Suz
80 NOV.	
Calvin Ham	Yam
Boyd Turner	Yam
60 NOV-JR.	
Kelly Fischer	Yam
Ricky Winters	Yam

MAXIS

125 Nov.	
Jeff Mason	Yam
Dewey Presses	Yam
125 JR.	
David Boyles	Hon
Dean Coca	Yam
Wayne Thompson	Yam
125 EX	
Robert Trono	Yam
200 NOV-JR	
Tony Price	Suz
Tim Adams	Suz
250 NOV	
Bob Howle	Yam
Larry Heaton	Hon
250 JR.	
Dale Basgall	Yam
John Welch	C-A
Dean Coca	Yam
250 EX	
Rusty Davis	Yam
Jeff Haney	Yam
Keith Day	Kaw
360 NOV	
Rick Almeida	Yam
Larry Heaton	Hon
360-500 EX	
Rusty Davis	Yam
Bill Wheat	Yam
360 JR.	
John Welch	Bul
OT	
Roy Winters	Yam
500 NOV	
Dennis Anderson	Yam

Spring Valley MX
GNC Qualifiers
West Texas State
Championship
Series Race 1
Clyde, Texas
By David Emerson

MINI JR

David Gonzalez	Yam
Mike Grandbury	Hon
Alan Smith	Suz

MINI SR

Keith Wilkerson	Suz
Randy Seawright	Yam
Dewayne Bennett	Yam

MINI 105

Kent Elliff	Yam
Randy Seawright	Yam

100

E. Lee Harris	Yam
John Myers	Yam
Lynn Horton	Suz

125 JR

Tony Nielsen	Yam
Randy Woodard	Yam
Bryan Jackson	Suz

125 INT

Alan Spry	Yam
Jay Callaway	Yam
Scot Martin	Hon

125 EX

Danny Weir	Suz
Morris Baker	Hus
Joe Jordan	Suz

250 JR

Gary Tucker	Hus
Paul Reiger	Yam
Curtis Johnson	Hon

250 INT

Russ Fletcher	Yam
Neil Tucker	Hus
Ralph Torres	Hus

250 EX

Dickey Nowell	Yam
Mitch Milson	Hus
Marvin Saunders	Yam

OPEN INT

Alan Spry	Yam
Jim Weaver	Yam
Danny Graves	Yam

OPEN EX

Dickey Nowell	Yam
Kevin Gee	Yam
Rusty Smith	Hus

Motocross
D&D Raceways MX
Marshalltown, Iowa
Aug. 21, 1977
By Dan Stalzer

125 A

Kurt Prough	Suz
Tom Vrbanc	Suz
Jeff Bingaman	Yam

OPEN A

Bill Moyer	Yam
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Steve Downs

Tom Heger	Suz
100 B	
Shane Cox	Yam
Roy Chamra	Suz
Jeff Jones	Suz
200 B	
Richard Robbins	Yam
Brian Reed	C-A
Doug Opie	C-A
250 A	
Jim White	Suz
Dennis Weiser	Mai
Eugene Aswegan	Mai
MINI 85	
Walter Kundart	Yam
Terry Schroeder	Yam
Rick Funderburk	Yam
125 B	
Mark Peterson	Suz
Jeff Hostetler	Yam
Dave Auringer	Suz
250-OPEN B	
Mark Peterson	Suz
Vern Ellin	Suz
Larry Namblin	Suz

SCTA Watermelon
Trials
Trabuco Cyn., CA
Aug. 28

EX.

Jeff Fish	
Mark Eggar	
Martin Belair	
AM.	
Greg Byers	
Barry Richards	
Rick Manley	
NOV.	
Michael Allen	
Tom Dacus	
Scott Head	
BEG.	
George Avery	
Greg Pruitt	
Wayne Mallard	
KIDS.	
Michael Lauxan	
Robert Norton	
Tori Norton	

CMC MX
Seattle Int'l Rcw
Kent, WA
Aug. 19
By Sue Sykes

MINI EX

Shane Spence	Suz
Joel Straub	Suz
Ron Byle	Suz
MINI JR	
Don Gores	Suz
Greg Pettinger	Yam
Darrin Lyon	Yam
100 INT	
Jayme Nickle	Hon
Mike Eyre	Suz
100 JR	
Tom Studzinski	Suz
Tim Davis	Suz
Robb Manning	Suz
125 PRO	
Lee Voss	Suz
125 INT	
Phil Ruckman	Yam
Russ Tom	Suz
Ted Johnson	Suz
125 JR	
Tim Hale	Hon
Marty Plumb	Suz
Chris Hansen	Yam
250 PRO	
Tom Poage	Yam
David Hashman	C-A
250 INT	
Scott Henden	Suz
Brad Dorsey	Suz
Steve Bader	Suz
250 JR	
Skip Bergley	Yam
Terry Brown	Yam
Brian House	Yam
OPEN INT	
Rodger South	Yam
Steve Scheuffele	Yam
Scott Saugherty	Mai
OPEN JR	
Chris Otterbern	Yam
Dick Peltzer	Yam
Tim Atterton	Mai

CMC MX
Seattle Int'l Rcw
Kent, WA
Aug. 12
By Sue Sykes

MINI EX

Joel Straub	Suz
Scott Tyler	Yam
Tim Davis	Yam
Greg Pettinger	Yam
Dale Petersen	Yam
Don Gores	Suz
100 JR.	
Dan Rawson	Suz
Tom Studzinski	Suz
Kenny Lee	Suz
125 PRO	
Bret Rochester	Hon
Bob Klomp	Suz
125 INT	
Jeff Moore	Suz
Russ Tom	Suz
Karl Cuzick	Suz

125 JR

Doug Grenfell	Suz
Marc Holmquist	Suz
Dan Jensen	Yam
250 PRO	
Tom Poage	Yam
Jerry Edie	Yam
250 INT	
Ted VanderRaadt	Yam
Alan Maxwell	Suz
Gary Snyder	Hus
250 JR.	
Skip Bergley	Yam
Tim Wall	Yam
Russ Wicks	Suz
OPEN PRO	
Richard Merritt	Mai
OPEN INT	
Mike Minkler	Yam
Steve Scheuffele	Yam
OPEN JR	
Dick Peltzer	Yam
Tim Atterton	Mai
Chris Otterbern	Yam

SRAC MX
Berthoud, CO
Aug. 28
By D.E. Burgener

125 A

Mike Loeffler	Suz
Jay Rice	Suz
Barry Cox	Hon
250 A	
Mike Loeffler	Suz
Lee Leatherman	Yam
Mark Corbett	C-A
500 A	
Boo Stichter	Yam
Mike Meyer	Hus
Roger Smith	Yam
125 B	
Allen Smith	Suz
Greg Frank	Suz
Troy Atkinson	Yam
250 B	
Ron Lukosky	Bul
Timothy Allemang	Yam
Richard Barker	Yam
500 B	
Bruce Field	Suz
Steve Harris	Yam
Roger Lammert	Yam
125 NOV	
Kent Moore	Suz
Craig Goodwin	Yam
Danny Gaccetta	Yam
250 NOV	
Steve Sage	Yam
Tom Young	Suz
Joe Schupbach	Suz
OPEN NOV	
Charley Womack	Suz
Curt Watson	Yam
Forrest Knickerbacker	Yam
MINI EX	
Ted Loeffler	Suz
Brent Kennedy	Suz
Sammy Salter	Suz
MINI B	
Mark Gilseth	Yam
Steve Gooden	Suz
David Peterson	Yam
MINI NOV	
Charles Bayon	Yam
Chad Falkner	Yam
Ben Heckman	Yam
100 B	
David Clabaugh	Suz
Rick Hughes	Suz
Dennie Burke	Yam

CMC MX
Carlsbad Raceway
Carlsbad, CA
Aug. 28, 1977
By Chuck Burris

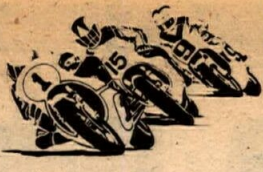
MINI EX

Robert Nolin	Yam
Rick Atkins	R&D
MINI INT	
Ed Gieselman	Yam
Kerri PAULSEN	Yam
Greg McConnell	Yam
MINI JR	
David Saxton	Yam
Scott Bullard	Suz
100 JR	
Jeff Nuss	Suz
James Cloud	Hon
Doan Holmeyer	Suz
100 INT	
Mike Cady	Yam
B.J. Lehn	Suz
125 PRO	
Randy Hess	Hon
Broc Glover	Yam
Pete Wanket	Yam
125 INT	
Curtis Tyree	PDI
Doug Lott	Yam
Steve Haney	Yam
125 JR 1	
Scott Johnston	Yam
Mike Shadoan	Suz
Tom Lund	Yam
125 JR 2	
Clint Hardick	Yam
Dolan Peterson	Yam
Stuart Prior	Suz
250 PRO	
Bob Elliot	Suz
Steve Ryhan	KTM
Tony Wanket	Yam
250 INT	
Gregg Weaver	Mai
Darren Brown	Mai
Keith Doege	Yam

250 JR

Brian Werner	Suz
Zapata Espinoza	CBS
Scott Gardner	Suz
500 PRO	
Steve Rhyhan	KTM
Val Tamiotti	Mai
Mark White	Hus
500 INT	
Steve Walker	Yam
Billy Keefe	Hus
Karl Paulsen	Yam
500 JR	
David Mills	Suz
Mike Guerra	WM
Robert Molinari	Suz

CMC MX	
Washougal MX Park	
Washougal, Wash.	
Aug. 21, 1977	
By Jan Newman	
MINI JR	
Steve Anderson	Yam
Kyle Remington	Yam
Rod Presley	Suz
MINI INT	
David Hilton	Yam
Bruce Clark	Yam
David Ormby	Yam
MINI EX	
Brad Bolmes	Suz
Shane Spence	Suz
Joel Straub	Suz
100 JR	
Mark Freese	—
Robb Mannin	—
Dallas Johnson	Suz
100 INT	
Jeff Cropper	Suz
Mike Eyre	Suz
Jon Buysas	Suz
OLD TIMERS	
Bill Naylor	Yam
Bill Downey	—
Ron Brown	Mai
OVER THE HILL	
Mike Hickman	Yam
Mike Mather	KTM
Greg Autry	Hus
125 JR A	
Dean Barlier	Suz
Doug Arnet	—
Bill Cop	Suz
125 JR B	
Dan Meeker	Suz
Dave Brown	Yam
Jack Campbell	Yam
125 INT A	
Rich Godfrey	Yam
Mark Smalley	Hon
Kenny New	Yam
125 INT B	
Joe Shyduik	Yam
Ted Bechtold	Yam
Wilber Perkins	Yam
125 PRO	
Clay Azar	Yam
Kevin Lane	Suz
Mark Gregson	Suz
250 JR	
Ken Cable	Suz
Jim Ochs	Yam
Jim Lamkin	Mai
250 INT	
Keith Berke	—
Rick McUne	Suz
Kleeve Hodsdon	—
250 PRO	
Mark Gregson	Suz
Clay Azar	Yam
Tim Michlitsch	KTM
OPEN JR	
Tom Lamkin	Mai
Dan Logan	Yam
Bill Naylor	Yam
OPEN INT	
Mike Hickman	Yam
Carl Cole	Yam
Dave Campbell	Yam
OPEN PRO	
Clay Azar	Yam
Mark Gregson	Yam
Kent Adolphson	Suz



250 BEG
T. Strickland Yam
David Bakkedahl Yam
Mark Wright Yam
250 NOV
Brian Tolson Suz
Monte Miller Suz
Danny Williams Suz
250 INT
Mike Meshkoff KTM
Troy Manning Suz
Bill Olsen Yam
250 EX
Monye McCoy KTM
Ken Taylor Yam
Mick Jacobs Suz
OPEN BEG
Anthony Cunningham Suz
R. Pennington Suz
Vic Williams Suz
OPEN INT
Michael Wright Suz
Bruce Walker Yam
OPEN EX
Monte McCoy KTM
Kelly Callaway Yam
Keith Pattern Yam

BOSS MCM Semi Pro MX Helvetia Pk, CA Aug. 28 By Sallee Hilton

O.T. & VET NOV
John Linbarger C-A
Carl Leirh Bul
James Farris C-A
O.T. & VET EX
Jack Coulombe Hus
Bill Verbiscio Yam
Don Smith BSA
60 MINI NOV
Shawn Wootne Hon
Tallon Vohland Hon
Mark Lewis Ita
80 MINI NOV
John (?) Suz
Dean Berlin Suz
Jeff McCrary Suz
MINI INT
Greg Vlahos Suz
Patrick Piazza Suz
Todd Anselmo Yam
MINI EX
Steve Vlahos Suz
Cory Cantaloupi Yam
Tyson Vohland Yam
100 NOV
Curt McCoy Suz
Pete Vacco Yam
Zane Wingard Yam
100 INT
Mike Beire Suz
Tom LaRoe Yam
100 EX
Craig Carozzo Suz
Jimmy Robertson Suz
125 NOV I
Mike Grizzell Hus
Russ Whetten Suz
Kevin Marcinek Suz
125 NOV II
Nick Jesus Suz
Steve Allison Yam
David Richards Yam
125 NOV III
Scott Moore Yam
Craig Connelly —
Tim McDowell Suz
125 INT
Rod Berringer —
Steve Gary Yam
Zachary Fust —
125 EX
Magoo Suz
Donnie Cantaloupi Yam
Michael Preston Suz
250 NOV
Ken Palmer Hus
Steve Swisher Suz
Dennis Krumpelmann Suz
250 INT
Al Griego Suz
Mike Tripp Yam
Joe Martin Mai
250 EX
Parry Klassen Yam
Donnie Cantaloupi Yam
Dan Turner Kaw
OPEN NOV
Tim Main Yam
Tim Waller Suz
Fred Hubbard Suz
OPEN INT
Art Stapleton Mai
Daniel Bousquet Suz
Vasco DeMello Yam
OPEN EX
Darrell Shultz Bul
Parry Klassen Yam
Renny Bruns Yam

BOSS CMC Semi Pro MX Hollister, Ca Aug. 28 By Sallee Hilton

O.T. NOV
Joe Headley Hon
Max T. Goode Yam
Gene Hrobsky Hus
VET NOV
Helmut Willy Zarth Mai
Jim Ricci Hon
Earlene Trier Yam
O.T. & VET INT
Claro Cabading —
John Silva Bul

Jim McDonald Yam
MINI NOV
Kevin Miraglio Suz
Gary Hutton Yam
J.D. Harris Suz
MINI INT
LeRoy DeLeon Suz
San Knowlton Suz
MINI EX
Alan Cady Yam
Mike Holmes Suz
100 NOV
Danny Hamilton Suz
Kenny Henye Suz
Robbie Webster Yam
100 EX
Jeff Johnson Hon
125 NOV I
Kenny Henye Suz
Randy Mano Suz
Shawn Hantz Yam
125 NOV II
Barry Velasco Suz
Rick Madera Suz
Danny Soldano Yam
125 INT
Mike Spencer Suz
Tim Crossfield Yam
Mark Seele Suz
125 EX
Shawn Cody Suz
Randy Kerslake Suz
Mike Schalow Suz
250 NOV
Duke Dowell Suz
Sam Guardino Suz
Guy Middleton Yam
250 INT
David Austin Suz
Kevin Peterson Sr. z
Randy Nielson Yam
250 EX
Jerome Heiberger Mai
Phil Douglas Mai
Chris Grewer Yam
OPEN NOV
Brian Otto CZ
Kurt Schniffner Hus
Don Geesey Mai
OPEN INT
Claro Cabading KTM
Bob Bellicitti Yam
Jim McDonald Yam
OPEN EX
Jerome Heiberger Mai
Jim Flowers Yam
Scott French Yam

OMRRA 5-hour RR Portland, OR Aug. 7

OPEN CAFE
Dan Freeman/
Randy Booth/
Keith Pinkstaff Kaw
Steve Schaefer/
Bob Looze Kaw
WM. O. Walmer/
Tony Tomaso Hon
550 CAFE
Pete Gilmartin/
Andy Hardan Kaw
Jerry Whitlow/
Pat Marinicci Hon
OPEN PROD
Frank Forster/
Tom Young Duc
750 PROD
Mark Leslie/
Doug Brugger Suz
Mark Carter/
Bill Carter Suz
410 PROD
Bruce Lind/
Tom Enderson Hon
Greg Tisdell/
Randy Miles Yam
Fred Zalud/
Bill Mills Hon
Tom Lambert/
Dave Wilson Yam
250 PROD
Dan Dillon/
Todd Tracy/
Joe Klokkevold Ben

San Jose Pro ST San Jose, CA Aug. 15 By W.H. Spencer

MAIN EVENT
John Gennai Bul
Mike Delacy Yam
Rod Spencer Oss
Mike Kunsman Yam
Mike Inderbitzen Yam
Sal Hoffman Yam
Don Carlyle Bul
Joe Brown Bul
Scott Luhdorff H-D
Al Kenyon Bul

Desert Wheels MX Edwards A.F.B. CA Aug. 21 By Mark McDonald

MINI BEG
Jerry Fowler Hon
Mike Estes Hon
MINI JR
Darryl Lowitz Suz
MINI INT
Allen Hopper Suz
MINI EX
Jeff Stanford Yam
100
Keith Nash Suz

100 JR
Russ Doull Suz
100 INT
Jim Pappe Suz
125 BEG
Nick Young Hon
Tim Riley Suz
Joe Leak Suz
125 JR
Morgan Gough Yam
Jerry Wick Yam
Jeeter McAlpin Yam
125 INT
Bernard Unhassobiscay Hon
Mike Gary Yam
Gary Neal Yam
125 PRO
Terry Ducker Yam
250 BEG
Mike McCool Suz
Jeff Erickson Suz
Vincent Cunningham Suz
250 JR
Scott Walker Suz
Steve McCormick Suz
Dean Morse Yam
250 INT
Billy Broron Yam
Steve Jordan KTM
250 PRO
Tom Burgess Yam
Rick Hatfield KTM
OPEN BEG
John Dickinson Suz
John Dowell Suz
Grant Moore Yam
Gene Dickinson Suz
OPEN INT
Clinton Jarvin Yam

Colorado River MX Lions' Club MX Bronte, TX Aug. 21

TROPHY DIV.
MINI
Kerry Wrinkle —
Richard Jacobs —
Daryl Martin —
OPEN
Rodger Hill —
Tar Rawls —
Danny Geotz —
250
Brett Evans —
James Ray —
Kelly Glenn —
100
Marty Caston —
Ricky Grooms —
Doug Martin —
125
Cliff Womack —
Bobby Crook —
Tar Rawls —
BEG
Jimmy Millican —
Sammy Farmer —
George Zuniga —
EX DIV.
OPEN
Chris Dublin —
Steve Floyd —
Tom Higdon —
125 Gary Tucker —
Louis Wooley —
Tommy Crump —
250 Chris Dublin —
Bob Ward —
Louis Wooley —
OVERALL TROPHY
Rodger Hill —

A.M.C. MX Saddleback Park Orange, CA Aug. 28 By S. Vandermark

MINI BEG
Dave Oden Suz
Mike Palladino Hon
David Crigler —
100 JR
Jeff Prior Yam
Brian Fountain Yam
100 PRO
Randy Skinner Hon
Paul Emerson Suz
Malcolm McCassey FMF
125 BEG
Mike Rye Yam
Ron Didonato Suz
Tim Ready Yam
125 JR
Joe Green Suz
Bill Gilleran Yam
Arthur Shoji Yam
125 INT
Rick Maki Suz
Joey Dee Suz
John Hamamoto Suz
250 BEG
Bob Green Suz
Richard Smith Suz
Wayne Bradley Suz
250 JR
Jeff Poirier Mai
Lee Ramage FMF
Alan Painter Suz
250 INT
Bob Cochran C-A
Kelly Saulie Mai
Robert Green Yam
OPEN BEG
Jeff Mahan Yam
Bill Seifert Hus
Franke Browne Mai

OPEN JR
Jim Beltnick Mai
Jimmie Roy Mai
Jody Weisel Suz
OPEN INT
Bob Bourne Bul
Gary Gonzales Mai
Duane Cave Mai
125 PRO
Jim Gibson Yam
Brett Meyer Yam
Kurt Sofka Yam
250 PRO
Jon Derhammer C-A
Mike Shoemaker Yam
Tim Tolar Yam
OPEN PRO
Scott Gillman Yam
Rick Blackwell Yam
Scott Miller Yam

A.M.E. Youth Div. Night MX Indian Dunes Valencia, CA Aug. 26 By Lee Taylor

PEE WEE STOCK
Tim Malott Ind
Dan Lamb Ind
Joshua Dunlop Ind
PEE WEE MOD
Raymond Swearinger MV
JR. CYCLE STK BEG
Chris Willis —
Justin Souza —
0-83 STK BEG 12-over
Eric Keller Yam
John Braget Suz
Dane Walsh Suz
0-83 STK BEG 9-11
Steven Clinger Suz
Eric Peterson Yam
Darryl Chershehoff Yam
0-83 STK BEG 6-8
Buddy Dump Yam
R. Swearinger Yam
Guillermo Valenzuela Yam
0-83 MOD BEG
Eric Keller Yam
John Kopin Yam
Joe Russa Hon
0-83 MOD BEG 9-11
Todd Walsh Hon
Marty Goggins Yam
JR. CYCLE JR.
Bobby Moore Itj
Josh Price Itj
Carl Tignino Itj
JR. CYCLE MOD JR.
Richie McAllister Ind
Carl Tignino Itj
Josh Price Itj
0-83 STK JR. 6-8
Eddie Hicks Suz
Gary Szilagyi Suz
W. Armendariz Suz
0-83 STK JR. 9-11
David Seekins Suz
Andy Ellis Suz
Jake DeVane Suz
0-83 STK JR. 12-OVER
Mark Chirasawa Suz
Mike Bess Yam
Jeff Gann Suz
0-83 MOD JR.
Tim Slayton Yam
Jake DeVane Suz
Michael Dunlop Yam
0-83 MOD 6-8
Gary Szilagyi Suz
Eddie Hicks Suz
Jim Ford Yam
0-83 MOD JR.
Mike Bess Yam
Eddie Green Yam
David Benson Hon
0-83 MOD JR.
Mike Moss Yam
Wayne Nichols Yam
Bob Owens Suz
JR. CYCLE STK INT.
Jim Ford Itj
Todd Bess Itj
Steven Clinger Itj
JR. CYCLE MOD INT.
Steven Clinger —
Todd Bess —
JR. CYCLE MOD. EX
Eddie Hicks Itj
Cary Szilagyi Suz
0-83 MOD EX
Robby McAllister Suz
Cindy Dumo Suz
Lance Schoening Suz
105 OPEN
Cindy Dumo Suz
David Seekins Suz

UTE Cup Trial Fairplay, CO Aug. 20 & 21 By Team Turtle

INDIVIDUALS
Dave Burke, Jr. Bul
Bill Burgener Mon
Morgan Kavanaugh Bul
Chuck Sutton Bul
Mike Stokes Bul
Bill Schaaf Kaw
Ken Payne Hon
Greg Sturm Bul
Jim Liby Bul
Gary Baughman Hon
OUT-OF-STATE TEAMS
Oklahoma
New Mexico
Michigan

Night MX petaluma, CA Aug. 24 By Joseph Ramsey

125 EX
Dave Woodall Suz
125 JR
Steve Gary Yam
Ted Cabral Suz
Zachary Fust Suz
125 NOV DIV. I
Kevin Marcinez Suz
Jim Pierre Suz
Michael Johnson Suz
125 NOV DIV. II
Ron Matteri Hon
David Carkup Suz
Daryl Fusaro Yam
125 NOV DIV. III
Steve Harrison Yam
David Schlessen Suz
R. Doble C-A
100 SPORTSMAN
Ed Minton Suz
David Lebau Yam
Jeff Cabral Suz
100 MINI
Mike Beier Suz
Troy Bolton Suz
Mark Baldry Yam
250 EX
Dave Woodall Suz
Brad Kotsaris Suz
Ray Spore Yam
250 JR
Bret Joyner Suz
Hus
Dean Joyner Suz
250 NOV DIV. I
Mike Martin C-A
Chris Bier Bul
Barry Dayton Yam
250 NOV DIV. II
Tom Robertson Yam
Andy Damato Suz
Steve Swisher Suz
80 MINI JR
Ruben Villarreal Yam
80 MINI NOV
Kenny Scott Yam
Brett Bisel Yam
David Myers Yam
OPEN JR
John O'Donnell Mai
Daniel Bousquez Suz
Eddie Diaz Yam
OPEN EX
Dave Wiggins Mai
Ross Powell KTM
Ernie Sullivan Hus
OPEN NOV DIV. I
Ed Vilasquez Mai
Mike Skrivaneck Hon
Gary Leach Yam
OPEN NOV DIV. II
Eddie Lopus Yam
Tom Robertson Yam
Thomas Pearson Mai
OLDTIMERS EX
Jim Sattore Mai
OLDTIMERS NOV
Gene McCready KTM
Robert Brookings Yam
Wm. Thomas Sr. Yam
VETS EX
Ron Dotson KTM
VETS JR
Ernie Cabral Suz
George Hendrix Yam
George Webb Hus

Cycle Haven MX Long Beach, Ca Aug. 28

MINI-MINI
Newton Acevedo Hon
Richard Lyon Ita
Mike Kajala Hon
MINI BEG DIV I
Conrad Ormetin Yam
Albert Gradinez Yam
Gary Ybarra Yam
MINI BEG II
Mike Lamon hon
Steve Wallace Suz
Mark Osenbaugh Yam
MINI JR
Patrick Kehoe Suz
Tim Shelton Suz
Lyle Okada Suz
MINI INT
Danny Bartholamew Yam
MINI EX
Kirk Barnett Suz
Matt Whiting Yam
100 JR
Woody Sowell Suz
Patrick Kehoe Hon
Steve Sanchez Suz
100 BEG
Ray Lyon Yam
Kelly Moran Yam
Henry Galvan Suz
125 BEG DIV I
Mike Nashita Yam
Rick Bradshaw Hon
Jerome Zimmer DMG
125 BEG DIV II
Rudi Rivera Hon
Joe Bray Yam
Dan DeYoung Yam
125 BEG DIV III
David Bradshaw Hon
Scott Honma Hon
Ernie Figueroa Suz
125 JR
Mike Futch DMG
Rick Sauer Yam
Louie Hernandez Hon

125 INT
AJ Whiting Yam
Jim DeGaine Yam
Ron Mabry Yam
250 BEG
Wayne Negata Mai
David Miller Suz
Brad Fujikuni Suz
250 JR
Jeff Bednorz JD
Gary Richter CZ

AMC MX Carlsbad Rcw Carlsbad, CA Sept. 4 By Chuck Burris

MINI BEG
Mike Palladino —
Chuck Lisk Yam
Mike Aguilar Suz
100 BEG
Jimmy Pollock Yam
Jeff Watts Suz
Don Jensen Suz
100 PRO
Malcolm McCassey —
125 PRO
Kurt Sofka Yam
Willie Amaraido JD
125 INT
Tim Devlin Hon
Mike Shadoan Suz
Mike Toyen Hon
125 BEG
Ned Peek Suz
Mike Brown Yam
Dan Worley PCS
125 BEG
Manny Leon Yam
Frank Ruff Suz
Kevin Earlywine Suz
250 PRO
Doug Boyd Suz
Joe Santich Suz
Danny Dilkey Yam
250 INT
David Fisher ESC
Paul Woods Suz
Steve Carson Yam
250 JR
Brian Werner FMF
Lee Ramage FMF
Bob Green Suz
250 BEG
David Hernandez Suz
Mike Geiger Suz
Paul Threlkeld Hus
OPEN PRO
Dale Luedtke Suz
Norm Bigelow Suz
Pat Page Mai
OPEN INT
Bob Hollister Yam
Milton Shadoan Mai
Dave Cox Yam
OPEN JR
Eric Thaanum Mai
Mike Said Mai
David Mills Suz

CRC Team Race California City, CA Sept. 4 By Jerry G. Welton

OPEN EX
Gary Davies/
Heath Hibbard Yam
Lon Peterson/
Chuck Fowler Yam
M. Johnston Yam/KTM
250 EX
Mike Cole/
Dean Kirk KTM/Yam
Doug Belsner Suz
Ed Mundy
Dennis Greene/
Jeff Wilson HD/Suz
0-200 EX
Brad Henson/
Tim Plant LT4/DMG
OPEN AM
Tom Mattox/
R. Tucker Hus/Yam
250 AM
J. Matthews/
John Bosanko Yam
Gary Hoots/
Scott Lee KTM/Yam
OPEN NOV.
Tim Lynch/
Phil Petri Yam
P. Galdi/
R. Knight Yam
250 NOV
J. Glove/
J. Hylton Hus
Bret Cushing/
Mike Hood Hus/Yam
IRONMAN O.A.
Steve Johnston Yam
OPEN JR. AM
Frank Arciero Jr./
M. Gaines Hus/KTM
BEG
G. Burton/
C. Clark Suz/Yam
WOMEN P.P. AM
Nona Richardson/
Joylene Payne KTM
IRONMAN MINI
Donnie Morrison Suz
Kelly Kline Yam
MINI
G. Butcher/
J. O'Rourke Yam

CALENDAR

EVERY WEEK

Tuesday

SPEEDWAY RACING

Ventura Cnty. Frgrds., Harbor and Figueroa, Ventura, CA. 1st race 8 p.m. 714/492-9933.

Wednesday

R.A.C.E. FLAT TRACK

Corona Rcw., Corona, CA. Hwy. 91 at Buchannon. Half mile every week, plus alternating short track/T.T. Thru. Oct. 26. 714/735-1705.

SPEEDWAY RACING

Inland Spdw., San Bernardino, CA. 1st race 8 p.m. 213/446-0969.

NIGHT MOTOCROSS

Petaluma Spdw., Hwy 101 to Washing St. turnoff, Petaluma, CA. AMA, D-36 rules. Entry \$7, Ex. \$10. 100% Ex. p.b. Gates open 4:30 p.m., race 6, race 7. 707/763-7121, 763-2911.

Thursday

CMC NIGHT MX

Portland International Rcw., Portland, OR. I-5 N to Delta Pk. exit. Mini through Open classes. 100% Pro p.b., 30% trophies. P.O. Box 17010, Portland, OR 97206. 503/285-6635. Thru Oct. 6.

CMC NIGHT MX

Ascot Rcw., Gardena, CA. Harbor and 405 Fwys. Prac. starts 5:30 p.m., sign ups until 6:30, 1st race 7:30. Buy entry at gate. 213/323-1142.

ROUGH SCRAMBLES

Sacramento Rcw., Hwy. 16, S of Mather AFB. Gates open 6 p.m. Entry \$5, spec. \$2.50. Minis and up. 916/362-2653.

SPEEDWAY RACING

Irwindale Rcw., Irwindale, CA. 1st race 8 p.m. 714/492-9933.

Friday

AME NITE MX

Indian Dunes, Valencia, CA. Prac. 7 pm, race 8. Post entry only, \$6, Pros \$10. 100% p.b. to Pros, 30% trophies. \$4000 med. covg. 213/881-5778.

CMC NIGHT MX

Irwindale Rcw., Irwindale, CA., at 605 and 210 Fwys. Pit open 4:30 p.m.; sign 'til 6:30; prac. 6:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323.

AMA SHORT TRACK

Hills Ferry Rcw., River Rd., Newman, CA. All short track classes under 500cc, plus OT. Entry \$5. Ex: \$5 at gate, \$2.50 at sign in. 100% p.b. If going to be late call 209/862-2585. Westside Eagles M.C. 209/358-6789, 545-2585. Sign in 5-6:30 p.m. Thru Sept. 30.

D-36 TT SCRAMBLES

Lodi Cycle Bowl, Lodi, CA. Gates open 5 pm, prac 5:30-7:30 race 8. Mini thru Open classes. Entry \$4. Class "C" traction only. No camping. 209/368-7182.

KCIR MOTOCROSS

Kansas City, KS. 816/358-6700, 796-4157.

SPEEDWAY RACING

Orange County Frgrds., 88 Fair Dr., Costa Mesa, CA. 1st race 8 pm. 714/492-9933.

R.A.C.E. MX

Corona Rcw., Hwy. 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

MOTOCROSS

Fremont Raceway, Fremont, CA. Gates open 4:30 p.m., 1st race 7. Entry \$7, Pro \$10. 415/651-2545.

AME YOUTH DIVISION MX

Indian Dunes, Valencia, CA. Mini track. All classes, Pee Wee thru 105cc, 33% brass. Prac. 7 pm, race. Entry \$6, memb. req'd. \$8. \$4000 med. cov. 213/881-5778.

SHR MX

Sand Hill Ranch, corner Camino Diablo & Vasco Rd. All Classes. 100% P.P., Mini, 100% Ex. 30% p.b. Entry \$8, Rt. 2 Box 143c Brentwood. 415/634-3328 or 634-1667.

Saturday

SRA SPEEDWAY

Kern County Frgrds, 4 mi. east of Hwy. 99 on Ming Ave., Bakersfield, CA. Race time 8 p.m. Elongated diamond track. \$1700 guaranteed purse or 40%. 805/831-8540, 322-1369. Thru Sept. 10.

MOTOCROSS

Canyon Raceway, Phoenix, AZ. off of Black Cyn. Fwy., west on Carefree Hwy. 5 1/2 mi. Gates open 5 p.m., race 6, race 7:30. 602/992-0359.

D-36 SHORT TRACK

Cycleland Spdw., 14 mi. south of Chico, CA. at Hwy. 99E and Gage Shippee Rd. All classes thru 360cc. Sign up 5:30-7 pm, prac. 7, gates close 7:30, race 8 pm. Entry \$4.50, Ex. \$6. Class "C" traction. Pitmen must wear white, full leathers req'd. 916/342-9302. Thru Sept. 24.

TT SCRAMBLES

Elsinore Rcw., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate \$2, race \$3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

D-36 SHORT TRACK

Pioneer Arena, south off Hwy. 120, on Pioneer Ave., Oakdale, CA. 9500 Pioneer Ave., Oakdale, CA 95361. 209/847-5558. Thru Sept. 17.

SADDLEBACK SATURDAY MX

Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8:30, race 9. Pros race 40 min, others 30 min. Entry \$8, Pros \$13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

Sunday

SPEEDWAY PRACTICE

Elsinore Rcw., Hwy 71 at Lagonia, Elsinore CA. New track. 714/674-5383, 826-2386.

September 7

SANTEE EIR REVIEW DEADLINE

The draft Environmental Impact Report for the Santee Off-Road Regional Park in Sycamore Cyn., Santee, CA, is available for review only at the Integrated Planning Office, 9150 Chesapeake Dr., San Diego; the Ecology Center, 340 Kalmia, San Diego, and the El Cajon, Lakeside and Santee County Library branches. Deadline for written comments is Sept. 7 at the Integrated Planning Office. 714/236-2011.

CMC MOTOCROSS

South Bay Park Spdw., San Diego, CA. I-805 S. from Chula Vista, take Junction 117 and go E 5 mi. All CMC classes, incl. Pro. Entry \$7, CMC lic. req'd. P.O. Box 995, Chula Vista, CA 92010. 714/420-7414.

D-36 SEMI PRO SHORT TRACK

Town and Country Frgrds., Napa, CA. Take 3rd St. to Silverado Trail entrance. Gates open 3:30 pm, prac. 5, race 7. All classes, incl. minis. Aragon M/C, P.O. Box 1311, Novata, CA 94947. 415/892-5350.

September 9

AMA D-35 SCRAMBLES

Chowchilla Frgrds., Chowchilla, CA. Start 8 p.m. Hot Shoes M.C. 209/665-2840.

September 9-11

F750 ROADRACE

"Champion Spark Plug 200", Laguna Seca, Calif. First ever West Coast round of the World F750 Road Racing Championship. Sept. 9-Prac. & Time trials. Sept. 10-International 250 Race, Sidecar heats, F750 practice. Sept. 11-200 mile World Championship Round; International Sidecar Race; Vintage Exhibition & Air Show; Superbike Production Race. Tripp, Cox Associates, Inc. 714/831-3540, 408/373-1811.

September 10

AMA D-35 SCRAMBLES

Kings County Frgrds., Hanford, CA. Handord Flat Trackers. 209/582-1894.

TUG-O-WAR

Red Mountain, CA. The biggie. Ante: 6-pack of suds or soda, plus \$1 for rescue three. 6-man teams, except for Jr. class, which will be 6-girl teams, and Nov. class (6 kids). D-38 challenge event. "Let's get wet," say the Stump Jumpers M.C. 714/776-5236.

D-36 SEMI PRO SHORT TRACK

Oakdale Pioneer Arena, Oakdale, CA. Btwn. Oakdale and Escalon, off Hwy. 120, south on Pioneer Ave. All short track classes under 500cc. Entry \$4. 209/847-5558, 869-1457.

T/SHORT TRACK

Perris Rcw., on Hwy. 74 off Ellis Ave., 1/4 mi. west side, Perris, CA. Gate opens 5 pm, sign up 5-6, prac 6-7, race 7. All classes, Beg. thru Ex. Gate admission \$3, post entry \$5. 30% brass. 714/960-2501.

NBMC SHORT TRACK

Sonoma County Fairgrounds, Santa Rosa, Ca. All Classes. 100% P.B. to semi-Pros. Entry \$10 Semi-Pro, \$5 Sportsman. 415 Davis St., Santa Rosa, Ca. 95401. 707/546-3903 or 823-7571.

September 11

D-37 TT SCRAMBLES

Perris Rcw., Hwy. 74 to Ellis Ave., 1/4 mi. on west side, Perris, CA. Gate opens 7 am. Entry \$3, Admission \$3. Lightweight M.C. 714/960-2501.

CMC MX

T-Car Spdw., Carson City, NV. Follow signs south of town. Jr/Int entry \$9, Pro \$15. 100% Pro p.b. Tahoe-Carson M.C. 702/882-6883.

OAK HILL MX

Oak Hill, Alvord, TX. North of Decatur 7 mi. on 287-81, exit Mt. Zion Rd., follow signs 3 mi. to track. \$705 guaranteed purse or 50% of gate in bad weather. Entry: \$5 Nov, Mini, OT; \$6 Int; \$8 Ex. Rt. 1, Box 71, Alvord, TX 76225. 817/427-2665.

CMC MOTOCROSS

Carlsbad Rcw., Carlsbad, CA. Gate opens 6:30 a.m.; sign 6:30-8:30 a.m.; prac. 7:30-8:30; race 9 a.m. Jrs. & Ints. \$7 mail, \$10 post entry; Pros \$12 mail, \$15 post entry. CMC, Box 1402, Costa Mesa, CA. 92626. 714/557-3323.

CRC MX

Escape Country Racing World, Trabuco Cyn., CA. 2 motos and \$ to EX., 3 motos and 50% brass to Sptsmn. All classes. Overnight parking. Gate open 7 am, prac 8, race 9:30. Ex. \$12, Sptsmn. \$7, \$2 extra non-memb. 213/830-7519.

MOTOCROSS

The Trick Track, Lubbock, TX. FM Road 400. West Texas State Championship and GNC Qualifier. \$1400 purse. Entry \$5, \$6, \$7. 806/747-1691.

WMRRA ROAD RACE

Seattle International Raceway, Kent, WA. WMRRA. 2200 N.E. 75th, Seattle, WA 98115. 206/246-9700, 774-0505.

HILL CLIMB

DeAnza Cycle Park, located 10 mi. east of Riverside, CA, on Hwy. 60. Take Theodore off-ramp. Stock and mod. classes, plus 250 and 360 Beginners classes. Silencers and kill switches req'd. Sign up 7-9 am, entry \$6. 714/653-5840 (eves), 653-7979 (wknds). Against the clocks.

TT SCRAMBLES

Sidewinder Spdw., 6 mi. east of Kingman, AZ. Access at airport underpass. All classes. Sign in 9 a.m., prac. 11, race noon. Entry \$5, Ex. \$7, gate \$1. Expert p.b. 602/753-5153.

MOTOCROSS

Six mi. east of Broken Bow, OK on Hwy. 70, turn at Exxon station, follow signs. Am., Int. classes. Entry \$5. Gate opens 9 a.m., races start 1 p.m. Gate \$2. Pot. race. 405/584-2939, 584-6876.

AME MX

Indian Dunes, Valencia, CA. Gate open 7, sign up 'til 8:30, prac. 8, race 9. Entry \$8 mail, \$10 post, Pros \$12/\$15. Memb. req'd. \$8. Payback to Pros. 40% brass to Sptsmn. Mail entry no later than Fri. before event. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

1-DAY RELIABILITY TRIAL

AMA Grindstone 1-day trial. 5 mi. west of Carlton, OR. 100 mi., 2 spec. tests, easy course. 125, 175, 250, Open classes. Entry \$5. Trask Mtn. M.C., P.O. Box 652, McMinnville, OR 97128. 503/852-7707.

D-37 HARE & HOUND

Limed from Red Mountain, CA, on Trona Rd. 9 am start. Trail Nov., Beg. go 1 loop. Sep. Beg. start. Entry \$9. 2x35 mi. loops. Rescue 3. Stump Jumpers M.C. 213/869-2316, 714/776-5236, 778-6700.

CMC MOTOCROSS

Mountain View Cycle Park, 4 mi. SE of Sandy, OR. Hwy. 211 to Bornstedt Rd., left to Rude Rd., right to track. All classes plus 30-40, Old Timer, Beg. Entry \$8 Sptsmn, \$12 Pro. 100% p.b. to Pros, 30% trophies. Gate opens 8 am, prac. 9, race 10. 503/668-7254, 665-6062.

MOTOCROSS

Williams Rcw., Nellis Track. Mini Pro Series. All classes and bike sizes. Sign up 7 am, prac. 8, race 9. Las Vegas MX Club, 560 E. St. Louis, Las Vegas, NV 89104. 702/734-6703.

AMA SEMI-PRO MX

Marysville, Ca., under the 10th St. Bridge. Over levee at W. end of 14th St. All classes & P.P., Mini, O.T. 100% purse. Entry \$8, \$15 pros. 2113 Paseo Ave. Live Oak, Ca. 916/695-2727. 695-2088.

MVMC MOTOCROSS

DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy. 60, take Theodore off-ramp. All classes. 714/653-2633, 735-1301.

B.O.S.S./CMC MOTOCROSS

Helvetia Park, West Sacramento, CA. All classes. Entry \$9, Pro \$15. 100% p.b. to Pros, 30% trophies. Free camping, swimming. 916/635-5240.

AMA D-22 MX

Six mi. north of New Hartford, IA. Start 12:30 p.m. Rambling Wheels M.C. 319/232-5638.

AMA GRAND NAT'L MILE

New York State Frgrds., Syracuse, NY. Camel Pro Series event, \$17,000 purse. 315/487-7711.

OLD TIMERS MX ASSN.

Indian Dunes, Valencia, CA. Race with AME.

AMA D-22 MX

South end of S. 22nd, Ft. Dodge, IA. Start noon. River Valley Cycle Assn. 515/576-0094.

AMA D-22 MX

Russell Corners, Russel, IA. Start noon. Loose Spokes M.C. 515/535-6224.

AMA D-22 HILLCLIMB

Farmington, IA. Start 1 p.m. Midwest Hillclimbers Assn. 319/393-3534.

AMA D-31 MX

Canyon Raceway, Phoenix, AZ. 602/992-0359.

AMA D-22 ENDURO

Wendy Oaks, Springfield, IA. Start 10 a.m. Cedar Valley Trail Riders. 319/363-6249.

AMA D-22 OBSERVED TRIALS

1 1/2 mi. east of Kellogg, IA. Spirited Spokes M.C. 515/792-9543.

AMA AMATEUR MX

Canyon Raceway, Phoenix, AZ. Western Regional Amateur motocross final. Conrad Romo, 12838 N. 33rd St., Phoenix, AZ 85032. 602/866-1350.

AMA D-22 MX

Tipton Hills Park, Tipton, IA. 1 1/2 mi. north of I-80 and exit 66. 319/946-3131.

D-36 SEMI PRO SHORT TRACK

Oakdale Pioneer Arena, Oakdale, CA. Btwn. Oakdale and Escalon, off Hwy. 120, south on Pioneer Ave. All short track classes under 500cc. Entry \$4. 209/847-5558, 869-1457.

CRC MOTOCROSS

395 Cycle Park, Adelanto, CA. 2 motos, cash for Pros, 30% trophies for Sptsmn. Entry \$7 Sptsmn., \$12 Pros, non-memb. add \$2. Gates open 7 a.m., prac. 8, race 9:30. O/N camping. 714/689-6114, days.

CRC SIDEWINDER FAMILY

ENDURO

Barstow, CA. 2 loops, 30 mi. ea. 1st loop esy, 2nd challenging. Start 7 am. 20% trophies, fin. pins. A, B, C riders welcome. Minis, women, C-16 go 1 loop. Mail entry \$10, post \$13, non-memb. add \$2. CRC, 7601 Arlington, Riverside, CA 92503. 714/689-6114, days.

\$1000 MOTOCROSS

Concordia, KS. Experts for purse, jr. and Minis for trophies. 913/243-3447, days, 243-3599, eves.

AMC MX \$1000 purse

Saddleback Park, Orange, CA. Gate open 7:30, prac. 8-9, race 9:30. No mail entry. \$7/\$12 post, \$2 xtra non-memb. \$3000 med. cov. 30% same day brass, 100% Pro p.b. 714/541-9439.

CMC/ZAP SUPERCROSS MX

Carnegie Cycle Park, Livermore, CA. 125, 250, Open - Novice Sign up 6:30-8:00 a.m. prac. 7:30-8:30, race 8:45. Entry \$10. All other Classes: sign up by 12:00. Entry \$9, Ex. - \$15. Supercross rides 3 motos in A.M., all other classes ride 2 motos in p.m. 3 1/2 trophies to supercross winners, 33% trophies to all other classes - Ex. 110% P.B. O-N Camping. ZAP MX Proms. P.O. Box 1216, Pacifica, CA. 94044. 415/355-4760.

AMA D-22 HILLCLIMB

Four mi. east, 1/2 mi. south of

Legrand, IA. Union Grove Cycle Club. 515/499-2072.

SRA DESERT TEAM RACE

Limed to 7 mi. north of Adelanto, CA, on Hwy. 395. 8 a.m. start. 100 mi., 8-mi. loops. 2 riders, 1 or 2 bikes, also solo class. SRA or DRA lic. req'd. Prac. Sat. p.m. or Sun. a.m. Entry \$10 per rider post. 213/320-1015.

September 17

AME MOTOCROSS

Sprockets Park, Bakersfield, CA. Gates open 4 pm, prac. 7, race 8. Post entry only, \$8 Sptsmn., \$12 Pros. 100% p.b. to Pros, 30% brass to Sptsmn. Memb. req'd. \$8. \$4000 med. covg. 213/881-5778.

OLD TIMERS TT

Perris Rcw., Hwy 74 to Ellis Ave., West 1/4-mi., Perris, CA. Classes for over 40, under 40 active or inactive. Entry \$5 mail, \$6 post. Admission \$3. Gates open 3 pm. P.O. Box 371, Perris, CA 92370. 714/657-3678, 960-2501.

AMA GRAND N'TL HALF MILE

Louisville Down, Louisville, KY. Originally scheduled for Toledo, OH, where grandstand was destroyed in fire. Camel Pro Series event, \$15,000 purse. 419/476-2312.

BOTA BAG CONTEST

TT AND HALF MILE

395 Cycle Park, Adelanto, CA. No membership req'd. Prac. 9 am, race noon. Entry \$4. Half mile program 1st, then TT. Gate \$2. 25% brass. 714/246-6109.

AMA D-22 MX

4 mi. east of Creston, IA, on Hwy. 34. Starts noon. Two Wheelers of SW Iowa. 515/782-7124.

MOTOCROSS

Motorcycle Rcw., Oklahoma City, OK. 405/627-3989.

MOTOCROSS

Mosier Valley MX Park, Arlington, TX. Rain or shine. \$663 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Gate \$3. Nov. entry \$5 Int. \$6, Ex. \$7. Nov. prac. 9 am, race 10. Int/ex. prac. 1 pm, race 1:45. Payoff to Senior classes only. All classes. 817/277-9917, 267-9153.

MOTOCROSS

Sunshine Cycle Pk., Tucson, AZ. I-10 to Palo Verde, south to track. Gate opens 8:30 am, prac. 9, race 10. Entry \$8, Pros \$12. 100% Pro p.b. Phoenix riders pay only \$3 admission (except Pros). 602/795-1490.

CRC MX

Indian Dunes, Valencia CA. 2 long motos and \$ for Ex. 3 motos and 30% brass for Sptsmn. All classes, \$3000 med. ins. Gate open 7 am, prac 8, race 9:30. Sptsmn \$7, Ex \$12, \$2 extra for non-memb. 213/830-7519.

P.I.T.S. OBSERVED TRIALS

Redwood Rd., Castro Valley, CA. Off Castro Valley Blvd. All classes. \$1 donation. Club events. East Bay P.I.T.S., P.O. Box 2601, Castro Valley, CA. 415/582-9211.

MINI MX

Barona Oaks Rcw., Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 am sharp. Late entry \$10, guest rider \$9. 714/749-2525, 749-1572, 440-1843.

CANCELLED

Peoria TT, due to rain date conflict with Louisville half-mile. Reduces number of Camel Pro events to 27. 614/891-2425.

HOOK AND LADDER

FAMILY ENDURO
California City, CA. Lined from Cal City Golf Course. Pasadena Fire Dept. Women's Aux. 4th annual. Kiddie ride Sat. Lots of prizes, goodies and drawing Sat. p.m. Sun: 1st rider out 7:01. Entry \$10. Limited entries, no post entries. Info/checks: W.A.P.F.D., P.O. Box 987, Temple City, CA 91780. 213/287-4471.

TRANS-AMA MX

Mid-Ohio MX Park, Lexington, OH. 500cc International, 250cc Support classes. 419/529-5600.

AMA D-37 HARE & HOUND

Lined from Hwy. 395 and Trona Rd., Red Mountain, CA. Start 10 a.m. Entry \$9. Bots Bag contest Sat. night. Dusters M.C. 213/830-5318.

CANCELLED

Western States Racing Assn. Hare Scrambles.

OLD TIMERS MX ASSN.

Indian Dunes, Valencia, CA. Race with CRC.

AMA D-22 MX

Midway Down, 6 mi. south of Charles City, IA, on Hwy 218. Start noon. Trailblazers M.C. 515/228-5300.

AMA D-22 HILLCLIMB

Dayton, IA. Start 1 p.m. Midwest Hillclimbers Assn. 319/393-3534.

AMA D-22 HARE SCRAMBLES

Madrid, IA. Start 1 p.m. Madrid Cycle Club. 515/795-2535.

D-36 SEMI PRO SHORT TRACK

Salinas Airport, Hwy. 101 and Airport Blvd. Sign up 8 am, prac. 10, heats noon. Class C traction. Nov/Jr/Minis \$5 entry, \$6 Ex. 100% p.b. to Ex. 408/899-2401, 394-8225.

AMA D-22 MX

Tipton Hills Park, Tipton, IA. 1 1/2 mi. north of I-80 and exit 66. 319/946-3131.

CRC MX

DeAnza Cycle Park, Sunnymead, CA. 2 long motos and \$ to EX. 3 motos and 30% brass to Sptsmn. All classes. Overnight camping free. Gate opens 7 am, race 9:30. Entry \$7 Sptsmn., \$12 Ex., \$2 extra non-memb. 213/830-7519.

AMA D-21 MX

Sprocket MX Park, Wichita, KS. Start noon. Sprockets M.C., Inc., RR 1, Box 204, Rose Hill, KS 67133. 316/776-2539.

AMC MX

Carlsbad Rcw., Carlsbad, CA. Gate open 7 am, prac. 8-9, race 9:30. No mail entry. \$7/\$12 post, \$2 extra non-memb. \$3000 med. ins. 100% Pro p.b., 30% brass. 714/541-9439.

B.O.S.S./CMC MX

Sacramento OHV Park (old McGill), Hwy. 50 to prairie City, right to White Rock, right 2 mi to track. All classes, incl. Vet., OT, and Mini. Entry \$9/\$15. 100% p.b. to pro, 30% trophies. 916/635-5240. Race on new natural terrain track.

B.O.S.S./CMC MOTOCROSS

Argyll Park, 12 mi. S of Dixon, CA on Hwy. 113. All classes. Entry \$9, Pros \$15. 100% Pro p.b., 30% trophies. 916/635-5240.

AMA D-37 HARE & HOUND

Lined from Hwy 395 and Trona Rd., Red Mountain, CA. 18th annual Sissy run. 10:00 am start. Participant stickers, finisher pins. \$9 entry. 3x30 mi. loops, Trail Nov. & Beginners 1 loop. Bots Bag Contest Sat. night before race. Dusters MC. 213/830-5318.

MSMRA MOTOCROSS

Sagebrush Intl. Rcw., N.E. of Billings, Montana Mini, Beg., Am., Ex. Classes. Entry \$5, Ex. \$10. 100% p.b. to Ex. 1310 St. Johns Ave. Billings, Mt. 406/252-6329.

AMA SEMI-PRO MX

Marysville, Ca. Under "E" St. Bridge. Over levee on Shad Rd. at S.E. end of "E" St. Bridge. All Classes. 100% purse. \$8 Entry, \$15 pros. 2113 Paseo Ave., Live Oak, Ca. 916/695-2727 or 695-2088.

September 21

CMC MOTOCROSS

South Bay Park Spdw., San Diego, CA. I-805 S. from Chula Vista, take Junction 117 and go E 5 mi. All CMC classes, incl. Pro. Entry \$7, CMC lic. req'd. P.O. Box 995, Chula Vista, CA 92010. 714/420-7414.

September 23

AMA D-35 SCRAMBLES

Tulare Cnty. Frgrds., Tulare, CA. Tulare Trackmasters, Inc. 209/686-2371.

September 23-26

IFMA M/C EXHIBITION

Cologne, Germany. Last year 182,583 visitors from 62 countries visited the IFMA Exhibition. Representatives: German American Chamber of Commerce of Los Angeles, One Park Plaza, 3250 Wilshire Blvd., Los Angeles, CA 90010. 213/381-2236.

LAND USE MEETING

Needles, CA and various field locations. California Desert Conservation Area Advisory Committee. Meetings start 8 am ea. day. Field review of East Mojave Planning Unit incl. O/N 9/23-24. Statements should be in writing. Persons wishing to make oral statements should contact Committee chairman, c/o Desert Planning Staff, BLM, 1695 Spruce, Riverside, CA 92507.

September 24

\$1000 INVITATIONAL TT

Lodi Cycle Bowl, Lodi, CA. California State Invitational TT Championship. \$1000 purse to Ex. (Minis excl.). Gate opens 2:30 p.m., race starts 5:30. Invitational only 408/463-3355, 931-3722, 368-7182.

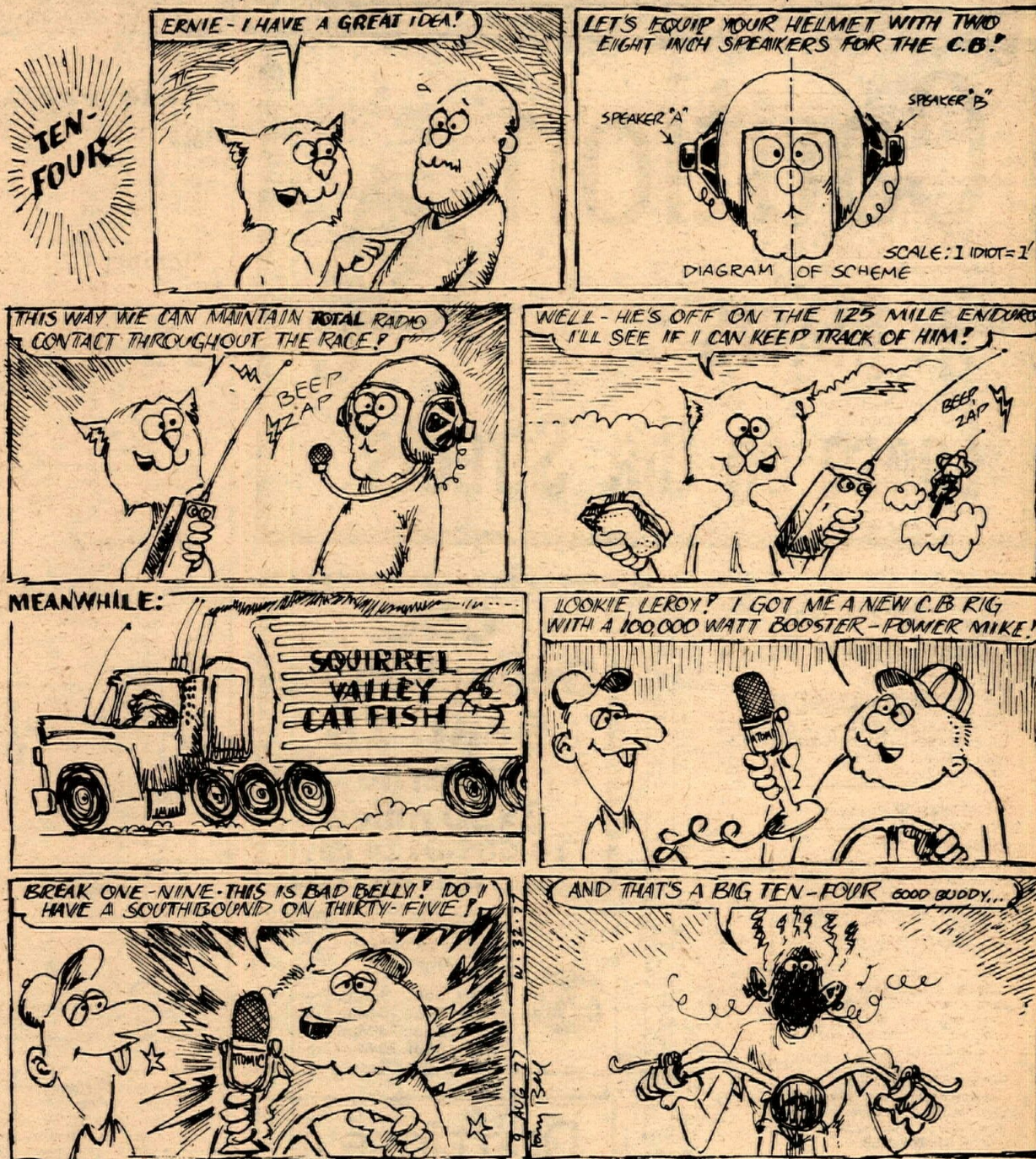
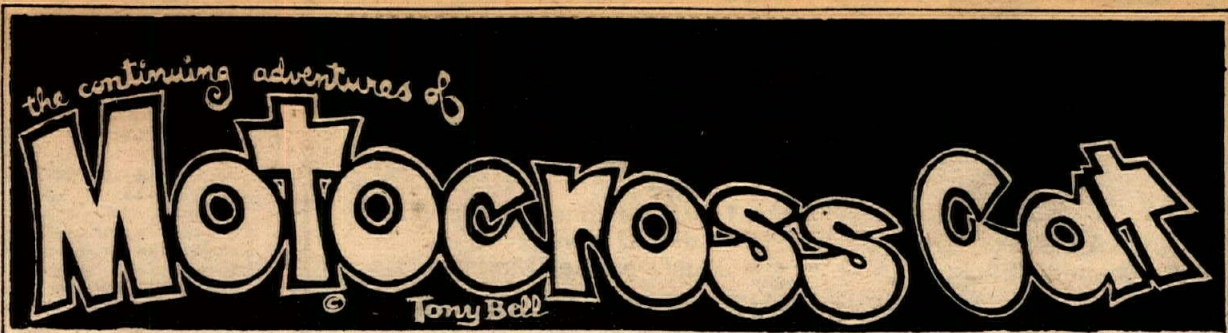
AMA D-35 SCRAMBLES

Chowchilla Frgrds., Chowchilla, CA. Start 8 p.m. Hot Shoes M.C. 209/665-2840.

D-36 SEMI PRO SHORT TRACK

Town and Country Frgrds., Napa, CA. Take 3rd St. to Silverado Trail entrance. Gates open 3:30 pm, prac. 5, race 7. All classes, incl. minis. Aragon M/C, P.O. Box 1311, Novato, CA 94947. 415/892-5350.

September 24-25



CERA FOOLS GOLD -

2DAY RD. ENDURO
250 Mis. per day. Overnight at Carson City Camping & Motels Avail. Pre Entry \$8, Post \$8.50. 415/837-0758 or 415/938-9069

September 25

ENDURO

Kaw Valley, KS. Black-Jack Enduro Circuit. Rt. 1, Box 78, Cleveland, OK 74020. 918/243-7210, 749-3391.

AMA D-37 HARE & HOL JD

Lined from California City, CA. Golf Course. Timed event, no mass start. Mail entries open Aug. 10, drawing for start Sept. 14, Sunland Park, 8 p.m. Start 8 a.m. Course 70 mi., Trail Nov. 1 loop. Rescue 3. Send entry, \$9, 2 SASE and photostat of AMA and D-37 cards to Shamrocks M.C., P.O. Box 515, Sunland, CA 91040. 213/361-6683, 6-9 p.m.

GRAND PRIX

Flying P Ranch, Weatherford, TX. Btwn FM 2421 and FM Hwy. 51. Prac. 8-10, race 11. 80+ mi. Pre entry \$15, late \$20. Cash to winners and top 3. Over \$1000 in contingencies. 100, 125, 200, 250, Open, over 30. OA big bike, OA small bike classes. Grand Prix, Rt. 10, Box 607-13A, Ft. Worth, TX 76135. 817/237-2466, 594-6293.

CMC MOTOCROSS

Suntarget Sports, 13 mi. east of Yakima, WA on Hwy. 24. Admission \$3, Am. entry \$5, Pro \$10. 100% Pro p.b. Sign up 8:30, prac 10-10:45, race 11 am. 509/453-8880.

AME MX

Indian Dunes, Valencia, CA. Gate open 7, sign up 'til 8:30, prac. 8, race 9. Entry \$8 mail, \$10 post, Pros \$12/\$15. Memb. req'd. \$8. Payback to pros, 40% brass to Sptsmn. Mail entry no later than Fri. before event. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

AMA D-22 MOTOCROSS

Tipton Hills Park, Tipton, IA. 1 1/2 mi. north of I-80 and exit 66. 319/946-3131.

CRC MOTOCROSS

395 Cycle Park, Adelanto, CA. 2 motos, cash for Pros, 30% trophies for Sptsmn. Entry \$7 Sptsmn., \$12 Pros, non-memb. add \$2. Gates open 7 a.m. prac. 8, race 9:30. O/N camping. 714/689-6114, days.

OLD TIMERS MX ASSN.

Racing World, Trabuco Cyn., CA. Race with CRC.

AMA SEMI-PRO MX

Marysville, Ca., under the 10th St. Bridge. Over levee at W. end of 14th St. All Classes & P.P., Mini, O.T. 100% purse. Entry \$8, \$15 pros. 2113 Paseo Ave. Live Oak, Ca. 916/695-2727, 695-2088. 1st race of Duralube Series.

MVMC MOTOCROSS

DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy. 60, take Theodore off-ramp. All classes. 714/653-2633, 735-1301.

HARE SCRAMBLES

West Wendover, Nev. 100 mi. in 4 loops. Finishers pins, free T-shirts. Utah Desert Foxes 801/266-6623

CMC MOTOCROSS

T-Car Spdw., Carson City, NV. Follow signs south of town. Jr/Int entry \$9, Pro \$15. 100% Pro p.b. Tahoe-Carson M.C. 702/882-6883.

AMA GRAND NATIONAL MILE

Santa Clara Cnty. Frgrds., 344 Tully Rd., San Jose, CA. Starts final Western leg of Camel Pro Series. Bob Barkheimer Associates, 14 Camp Evers Ln., Scott Valley, CA 95066. 408/438-3210.

CRC MX

Escape Country Racing World, Trabuco Cyn., CA. 2 motos and \$ to Ex., 3 motos and 50% brass to Sptsmn. All classes. Overnight parking. Gate open 7 am, prac. 8, race 9:30. Ex. \$12, Sptsmn. \$7, \$2 extra non-memb. 213/830-7519.

AMC MOTOCROSS

Saddleback Park, Orange, CA. Gate open 7:30, prac. 8-9, race 9:30. No mail entry. \$7/\$12 post, \$2 extra non-memb. \$3000 med. cov. 30% same day brass, 100% Pro p.b. 714/541-9439.

MOTOCROSS

Edge of Ponca City, OK. ABC Race Assn, Inc. P.O. Box 2043, Ponca City, OK 74601. 405/765-6839.

AMA D-22 MOTOCROSS

One mi east of Legrand, IA. Start 12:30. Mid-Iowa M.X. 515/752-7337.

AMA D-22 MX

One mi. east of Castana, IA. Start noon. Castana Moto Cross, Inc. 712/353-6388.

CMC MOTOCROSS

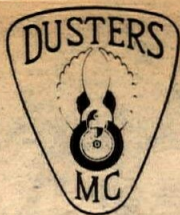
Mountain View Cycle Park, 4 mi. SE of Sandy, OR. Hwy. 211 t Bornstedt Rd., left to Rude Rd., right to track. All classes plus 30-40, Old Timer, Beg. Entry \$8 Sptsmn, \$12 Pro. 100% p.b. to Pros, 30% trophies. Gate opens 8 am, prac. 9, race 10. 503/668-7254, 665-6062.

CMC POINTS MX

Carlsbad Rcw., Carlsbad, CA. Gate opens 6:30 a.m.; sign 6:30-8:30; prac. 7:30-8:30; race 9:00 a.m. Jrs. & Ints. \$7 mail, \$10 post entry; Pros \$12 mail, \$15 post entry. CMC, Box 1402, Costa Mesa, CA 92626. 714/557-3323.

AFM ROAD RACE

Riverside Rcw., Hwy 60 E of Riverside, CA, to Day St. Prod., GP, sidecar classes. Gates open 7:30 am, prac. 9, race 1 pm. Pre-entry \$18/\$8 (2nd bike), post \$20/\$10. 4996 Argyle Dr., Buena Park, CA 90620. 714/523-3892. \$3,000 to GP & Sidecar classes.



18th Annual

SISSY RUN

September 18, 1977 Hare & Hound

- 10:00 Am Start
- Participation Stickers

We are proud to host the Spokebenders MC Annual Bota Bag Contest Saturday Night before the race!

- Finisher Pins
- \$9.00 Entry
- 3 Loops
- Trail & Beginners one loop
- District 37 points
- Limed from Red Mountain, Ca.

Caution

Jr. MXers

Loose on the Streets



Jim's Casino Utah Desert Boxes

West Wendover 100
HARE SCRAMBLES

September 25
West Wendover, Nevada

DIST. 26 POINTS EVENT

4 - LOOPS 100 MILES

ALL CLASSES

SIGN-UP - 7:00 A.M.

RACE STARTS - 10:00 A.M.

FUN HIGH DESERT TERRAIN

FINISHER PINS

FROELICH TROPHIES

FREE T-SHIRTS

For more information:
(801) 266-6623

Race Schedule



Sept. 11-Racing World MX
Sept. 11-395 Cycle Park MX
Sept. 18-Indian Dunes MX
Sept. 18-De Anza MX
Sept. 25-Racing World MX
Sept. 25-395 Cycle Park MX
Oct. 2 -Indian Dunes MX
Oct. 2 -De Anza MX

213-830-7519

Hang on

ADRA Race Schedule

3rd Annual
Vulture 100
Sept. 18
Wickenburg, Arizona
602-252-1900

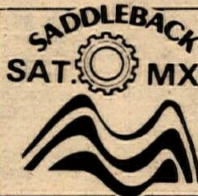
CRC Desert Race Sept. 18 Lucerne 2x30 miles 714-689-6114 days

Youth Division Indian Dunes
Calendar of Events
213-881-5778



Friday, Sept. 9-Mini Track
Friday, Sept. 16-Mini Track
Friday, Sept. 23-Mini Track
Friday, Sept. 30-Mini Track

Don't lose it!



**Motocross
Every
Saturday**
info:
714-495-4771



Road Racing Schedule

September 25-Riverside
October 16-Sears Point
American Federation of Motorcyclists
714-523-3892 916-392-0611

Sidewinder Family Enduro

Sept. 11 Barstow
CRC 714-689-6114

INDIAN DUNES PARK

600 acres - hills, streams, sand
Family riding 7 days - 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
(805) 259-8000



AMA D-22 ENDURO
Dayton Iowa Park, Dayton, IA.
Start 10 a.m. River Valley Cycle
Assn. 515/516-0094.

Sept. 27-Oct. 2

ASPCADE MOTORCYCLIST CONVENTION
Ruidoso, NM. All sorts of shows, contests, tours and programs for the touring rider. Lotsa trophies. Pre-registration (before Sept. 1), \$10 per person. Post \$12. For delegate registration, contact Til Thompson, P.O. Box 970, Ruidoso, NM 88345. For other info: Ruidoso C of C, P.O. Box 698, Ruidoso, NM 88345. 505/257-7395.

September 30

INDOOR M/C SWAP MEET
Great Western Exhibit Center, Los Angeles, CA. 6-11 p.m. Admission - \$2.50, kids under 12 free. 213/588-7310.

October 1-2

CRC CAL CITY GP
California City, CA. Thru the streets of Cal City and out into surrounding desert. DRA points and rules. CRC, 7601 Arlington, Riverside, CA 92503. 714/689-6114, days.

GRAND PRIX
By AMA Dist. 37 through streets and desert of Barstow, CA. Race cancelled August 19, 1977. Entries to be returned.

October 2

AMA NATIONAL D-37 ENDURO
California State Championship, Lucerne Valley, CA. 100 mi. All classes. A&B entry \$12, C riders \$8.50, post \$15. Drawing Sept. 21. AAA Cycle, Santa Ana. Complete entries and 3 SASE to Double Crossers M.C., 3361 Alabama Cir., Costa Mesa, CA 92626. 714/536-7309. "NorCal riders come show your stuff!"

AMA SEMI-PRO MX
Marysville, Ca. Under "E" St. Bridge. Over levee on Shad Rd. at S.E. end of "E" St. Bridge. All Classes. 100% purse. \$8 Entry, \$15 pros. 2113 Paseo Ave., Live Oak, Ca. 916/695-2727 or 695-2088.

8-HOUR, \$6000 DESERT RACE
29 Rd. and I-70, Grand Junction, CO. Entry \$70 per bike. \$100 after Sept. 25. Race 9 a.m.-5p.m. Desert Scramblers, P.O. Box 411, Grand Junction, CO 81501. 303/245-3415, eves. or wknds.

AMA 1-DAY RELIABILITY TRIAL

Camas, WA. 20 mi. east of Vancouver, WA. 80 mi., 2 tests, rocks. 125, 175, 250, Open classes. Entry \$5. Lobos M.C., 14000 South Forsythe, Oregon City, OR 97045.

KMSA MOTOCROSS
Olsburg, KS. From Olsburg, go 1/2 mi. East on State 16, turn south, go 1 1/2 mi. Mini-100-125-250-Open-Women's classes. Sign up 9 am to 12, prac. 10-11:15, riders mtg. 11:50, race noon. 50% of gate to Sr. riders. Knobby Hills, Inc., RR 4, Box 23, Manhattan, KS 66502. 913/539-8510, 456-9576, 456-2738.

AMA GRAND NATIONAL RR
Riverside Rcw., Riverside, CA. Hwy. 60 to Day St., right to track. Camel Pro series event, \$25,000 purse. 714/653-1161.

TRANS-AMA MOTOCROSS
Lake Sugar Tree, Axton, VA. 500cc International, 250cc Support classes.

AMA/NATC NAT'L TRIALS
Colorado. c/o Wiltz Wagner, 4523 E. 18th St., Denver, CO 80220. 303/322-4256.

AMA D-22 ENDURO
Pacific Junction, IA. start 9 a.m. 2:00 Riders M.C., P.O. Box 7049, Omaha, NB 68107.

AMA D-22 OBSERVED TRIALS
South end of 22nd, Ft. Dodge, IA. 1 p.m. start. River City Cycle Assn. 515/576-0094.

AMA D-26 TRIALS
Granger, UT. Salt Lake M.C. 801/299-8976.

CMC POINTS MOTOCROSS
Saddleback Park, Orange, CA. Open 7:30 a.m.; sign 8:00 a.m.; pract. 8:00; race 9:30 a.m. Jrs., Ints. \$7 mail, \$10 post. Pros \$12 mail, \$15 post entry. 714/557-3323. CMC, Box 1402, Costa Mesa, CA 92626.

AMA D-36 OUTLAW ENDURO
40 mi. east of Carson City, NV. 1st loop 34 mi, fun, 2nd loop 55 mi. Drawing Sept. 23, Straw Hat Pizza, So. Y Center, So. Lake Tahoe, CA. Entry Ltd. to 750. A, B, C, PP, Mini, Sr classes plus teams. Entry \$8.50, 1 loop (C, Mini, PP), 2 loops \$11.50. Post entry \$10/\$14. Sierra Tahoe M.C. & El Dorado Co. Sheriffs Assn., P.O. Box 7298, So. Lake Tahoe, CA 95731. 916/541-0434, 544-8071.

October 2-8

SPEED WEEK
Bonneville Salt Flats, UT. The big week of setting world records in everything from 50cc tiddlers to streamliners with two TZ750 engines.

October 7-16

MOTORCYCLE EXHIBITION
Porte de Versailles, Exhibition Park, Paris, France. 64th annual exhibition. 350 Exhibitors. Air France offers 6-night tour, Oct. 9-16, \$814 from Los Angeles. Call Air France Tour Desk. 213/625-1346.

October 8

AMA GRAND NATIONAL HALF MILE
Ascot Park, 18300 Vermont Ave., Gardena, CA. Final race of Camel Pro Series. \$14,000 purse. Agajanian Enterprises, P.O. Box 98, Gardena, CA 90247. 213/321-5323, 323-5055.

AMA/NATC TRIALS
Oklahoma. c/o Mike McCabe, 12120 E. 24th PL, Tulsa, OK 74129. 918/437-4324.

October 8-9

P.I.T.S. TERRA NOVA 2-DAY TRIAL
Vancouver Island, Canada. 415/365-0289 if interested.

October 9

TRANS-AMA MOTOCROSS
Unadilla Sports Center, New Berlin, NY. 500cc International, 250cc Support classes.

AMA/NATC TRIALS
Missouri. c/o John Miller, 7101 N. Highland, Kansas City, MO 64118. 816/436-9369.

AMA D-21 ENDURO
Lawrence, KS. Wheelsport M.C., P.O. Box 831, Lawrence, KS 66044. 8 a.m. start. 913/843-9153.

AMA D-22 HARE SCRAMBLES
Six mi. south, 3 mi. east of Plattsmouth, NB. Noon start. Cavaliers M.C. 402/235-2213.

AMA D-22 ENDURO
Winterset, IA. Start 10:01 a.m. Des Moines Enduro Riders, 4195 Timber Lane, Des Moines, IA. 515/266-4987.

CRRC ROAD RACE
Oak Hill Rcw., Henderson, TX. CRRC, P.O. Box 3828, Austin, TX 78764. 512/476-5470.

AMA AMATEUR MX FINAL
Lake Sugar Tree, Axton, VA. National Amateur final. Avery Mills, P.O. Box 87, Axton, VA.

ROAD RACE
Willow Springs, Hwy. 14 to Rosamond, CA, west to track. All classes. Entry \$14 pre, \$18 post. Same day prize money and trophies. Manning Racing, 3407 W. Olive, #102, Burbank, CA. 91505. 213/842-7433.

October 14-16

CUSTOM CAR, ROD & M/C SHOW
Earl Warren Showgrounds, Santa Barbara, CA. Sponsored locally by Channel Islands Vans. R.G. Canning Productions. 213/588-1934.

October 16

THE TONTO 150 ENDURO
Tonto Natl. Forest. N. from Phx. on AZ. 87 - Limed from Shea Blvd. A & B 125, 175, 250, Open, and Team classes. \$16 Entry, includes gas, oil, T-shirt, Pin, and contingencies. 2526 E. Sahuavo Phx., AZ 85028. 602/971-3278.

ENDURO
Stillwater, OK. Black-Jack Enduro Circuit. Rt. 1, Box 78, Cleveland, OK 74020. 918/243-7210, 749-3391.

TRANS-AMA MOTOCROSS
Red Bud Track and Trail, Buchanan, MI. 500cc International, 250cc Support classes.

AMA D-22 HARE SCRAMBLES
Osceola, IA. Noon start. Rambling Riders, 316 S. Ridge, Osceola, IA 50213.

AMA D-22 ENDURO
Starting in Nebraska City, NB, 8:01 a.m. Bluffs M.C., Box 7100, Omaha, NB 68107. 402/895-3477.

AMA D-22 MOTOCROSS
Carbon County Rcw., Price, UT. 10 a.m. start. Carbon Emery M/C Assn. 801/637-3603.

MRA/WERRA ROAD RACE
Pueblo Motorsport Park, Pueblo, CO. I-25 to Colo. 50 west, left on Pueblo Rd. Beg., Prod., Cafe and GP classes. Entry \$18 plus \$5; Beg. \$10. MRA, PO Box 213, Wheatridge, Colo. 80033. 303/936-3856.

October 22

P.I.T.S. FOURTH ANNUAL YOUNG/BELVOIR RUN
Start area turnout 1 1/2 mi. So. of Homewood, on Hwy 89. Team entries only, 2 persons to a team. Mail entry \$1, post entry \$1.50. Eager Belvoir, 229 Francis Lane, San Carlos Ca. 415/365-0289 or 415/552-0506.

KIDS' RACE
Hundreds M.C., Red Mountain, CA, starts 1:30 p.m. 1 mi. course, Rescue 3, trophy presentation Sat. night. 213/333-5478.

October 23

AMA SEMI-PRO MX
Marysville, Ca., Under "E" St. Bridge. Over levee on Shad Rd. at S.E. end of "E" St. Bridge. All Classes. 100% purse. \$8 Entry, \$15 pros. 2113 Paseo Ave., Live Oak, Ca. 916/695-2727 or 695-2088.



MOVIE HARE SCRAMBLES
To be filmed for feature movie "Do it in the Dirt." \$3,000 purse, retakes new territory, inaugural race at Hungry Valley, near Gorman, CA. (714) 689-6114, days.

AMA/D-36 NATIONAL ENDURO
Stonyford, CA. Approx. 125 mi. A, B, C classes, 750 rider limit, entries close Sept. 26, no post entry. Entries received after Sept. 26 will be assigned start, if limit is not met. Entry \$11, 3-man team \$3 extra. Send entry, copy of AMA and Enduro cards, 3 SASE, check or money order to Oakland Motorcycle Club, Inc., 1116 36th St., Oakland, CA 94608. 415/846-0239, entries, 254-6863, enduro. Rain date: Dec. 11, 1977.

HARE SCRAMBLES
Hundreds M.C., AMA Dist. 37 points. Red Mountain, CA. (213) 333-5478.

TRANS-AMA MOTOCROSS
Cycle World USA, St. Peters,
MO. 500cc International, 250cc
Support classes.

AMA D-22 HARE SCRAMBLES
Tipton Hills, Tipton, IA. Start
11 a.m. Iowa City Competition
Riders. 319/657-3241.

October 26-27

MOTORCYCLE SAFETY SEMINAR

San Diego, CA. Mtg. will
probe various areas of m/c
safety. Conducted by Calif.
Office of Traffic Safety. Limited
to 1st 300. Pre-reg. closes Oct. 7.
Ms. Barbara Bania, seminar
chairman, Box 865,
Sacramento, CA 95804.
916/445-0527.

October 28

INDOOR M/C SWAP MEET
Movieworld Exhibit Center,
6900 Orangethorpe, Buena Park,
CA. 213/588-0763.

October 30

ENDURO
Marshall, OK. Black Jack
Enduro Circuit. Rt. 1, Box 78,
Cleveland, OK 74020. 918/243-
7210, 749-3391.

TRANS-AMA MOTOCROSS
Rabbit Run, Dallas, TX. 500cc
International 250cc Support
classes. 214/494-3374, 424-
0178.

AMA D-22 HARE SCRAMBLES
Riverside, IA. 1 mi. south, 1
mi. east of junction, Hwy 22 &
218. Noon start. Town &
Country Riders. 319/648-
3241.

AMA D-22 ENDURO
Canning Fach, Grounds,
Reinbeck, IA. 1st rider out 10:01
a.m. Waterloo Enduro Team,
1232 Home Park Blvd.,
Waterloo, IA 50701. 319/235-
9084.

ANNUAL EDITOR EXODUS
Signal Hill to Westlake, CA.
Novices only. Entries closed.

November 4-6

**CUSTOM CAR, ROD &
M/C SHOW**
Raincross Square, Riverside,
CA. Produced by R.G. Canning
Productions. 213/588-1934.

November 6

AMA SEMI-PRO MX
Marysville, Ca., under the
10th St. Bridge. Over levee at W.
end of 14th St. All Classes &
P.P., Mini, O.T. 100% purse.
Entry \$8, \$15 pros. 2113 Paseo
Ave, Live Oak, Ca. 916/695-
2727, 695-2088. race of
Duralube Series.

TRANS-AMA MOTOCROSS
Puyallup Rcw., Puyallup,
WA. 500cc International, 250cc
Support classes.

CRRC ROAD RACE
Greater Southwest Airport,
Dallas/Ft. Worth, TX CRRC, P.O.
Box 3828, Austin, TX 78764.
512/476-5470.

November 12

STADIUM SUPERCROSS
Anaheim Stadium, anaheim,
CA. Final race of 1977
Supercross Series. AMA/FIM
sanct. Tickets: \$15, Victory
Club, \$12 VIP, \$8 race level, \$5
children under 12. American
Motocross, P.O. Box 4021,
anaheim, CA 92803. 714/635-
5000.

November 13

GRAND PRIX
Phx. Intl. Raceway. US 80 &
115th Ave. W of Phx. 125, 250,
Open, Sidecars, Ladies and
Senior (35 & up) Classes. \$16
entry. 8302 E. Camelback,
Scottsdale, AZ. Suz MC,
603/945-4433.

AMA SEMI-PRO MX
Marysville, Ca. Under "E" St.
Bridge. Over levee on Shad Rd.
at S.E. end of "E" St. Bridge. All
Classes. 100% purse. \$8 Entry,
\$15 pros. 2113 Paseo Ave., Live
Oak, Ca. 916/695-2727 or 695-
2088.

ENDURO
TERRA, Tulsa, OK. Black Jack
Enduro Circuit. Rt. 1, Box 78,
Cleveland, OK. 918/749-3391,
243-7210.

November 18-20

**CUSTOM CAR, ROD &
M/C SHOW**
18th Annual at Long Beach
Arena, Pacific Center Terrace,
Long Beach, CA. R.G. Canning
Productions. 213/588-1934.

November 20

TRANS-AMA MOTOCROSS
Sears Point International
Rcw., Hwys. 37 & 121,
Sonoma, CA. 500cc
International, 250cc Support
classes. 707/938-8448.

December 4

CRRC ROAD RACE
Texas World Spdw., Bryan,
TX. WERRA National. CRRC,
P.O. Box 3828, Austin, TX
78764. 512/476-5470.

December 11

AMA SEMI-PRO MX
Marysville, Ca. Under "E" St.
Bridge. Over levee on Shad Rd.
at S.E. end of "E" St. Bridge. All
Classes. 100% purse. \$8 Entry,
\$15 pros. 2113 Paseo Ave., Live
Oak, Ca. 916/695-2727 or 695-
2088.

GNC Qualifiers

September 11

GNC MX
Alamo, Tx. Lakeside Spdw.
Region Qualifier for Astrodome.
All classes. Gates open 9 a.m.,
racing 1 p.m. S. of Alamo Rd. to
FM 907. 512/787-2371.

GNC MX
Waggaman MX, New
Orleans, LA. S. Region Qualifier
for Astrodome. 6 mi. N. of US 90
off Huey P. Long Bridge.
504/246-6900.

GNC MX
Marion MX Park, Marion, LA.
Southern Region Qualifier for
Astrodome. 318/281-5834.

GNC MX
Tipton Hills MX, Tipton, Iowa.
Cntrl. Region Qualifier for
Astrodome. 319/365-4888.

GNC MX
Percy Cycle Track, Hot
Springs, Ark. S. Region Qualifier
for Astrodome. 501/991-3838.

September 18

GNC MX
Spring Valley MX, Clyde, TX.
Texas Region Qualifier for
Astrodome. All classes. 915/673-
1298.

GNC MX
Austin Park, Austin, Texas.
Texas Region Qualifier for
Astrodome. All classes. 512/443-
9353.

GNC MX
Mosier Valley MX, Arlington,
TX. Texas Region Qualifier for
Astrodome. All classes. 817/277-
9917.

GNC MX
Sprockets MX, Wichita,
Kansas, Central Region Qualifier
for Astrodome. All classes,
316/524-4810.

GNC MX
West Bros. Track, Star City,
Ark. Southern Region Qualifier
for Astrodome. All classes.
501/628-4744.

September 25

GNC MX
Gents MX, Longview, TX.
Texas Region Qualifier for
Astrodome. All classes. 214/753-
0383.

GNC MX
Lake Whitney Cycle Ranch,
Lake Whitney, TX. Texas Region
Qualifier for Astrodome. All
classes. 817/694-2901.

GNC MX
ANBU'S MX Park, Ponca
City, Oklahoma. Central Region
Qualifier for Astrodome. All
classes. 405/765-6839.

GNC MX
DBJ Motorsport Park, Omaha,
Neb. Cntrl. Region Qualifier for
Astrodome. All classes. 402/592-
4418.

GNC MX
Wespark MX, Lafayette, LA.
Southern Region Qualifier for
Astrodome. All classes. 318/984-
3792.

California Racing Club
presents

California City Grand Prix

- Oct. 1 & 2
- Heavy Finisher Pins
- Large Trophies
- Free Window Decals
- Free Camping
- No Gate Fee
- No Spectator Fee
- One Gala Weekend

A Genuine Grand Prix — not an extended MX
Racing thru the streets & desert
Entries Open Now. Mail Now.

Timed Race — Ten riders per row
Start position determined by drawing 9/15/77
Entries received after 9/15 start in order of postmark
Mail \$20 & 2 legal size self-addressed-stamped envelopes to
CRC, 7601 Arlington Ave., Riverside, CA 92503
Post entry \$25

CRC, DRA, & District 37 membership honored
all others must join or ride pie-plate expert
Non CRC or DRA members must send photocopy of '77 card
● 75% Cash payback to Pros ● Double DRA Points

Schedule of Events

Saturday:

0-200 Beg. 0-200 Jr. Senior Beg. Women Beg. Mini's, 3/Wheel, S/H 8:15 am
250 & Open Beg. 250 & Open Jr. Senior Beg. all Senior Beg. 11:45 am
0-200 Nov. 0-200 Jr. Senior Nov. Advance Women, all Senior Nov. 2:45 am

Sunday:

250 & Open Nov. 250 & Open Jr. Senior Nov. 8:15 am
All Amateur & Expert, Jr. Senior & Senior Amateur & Expert 12:00 pm

CRC 714-689-6114 days

CRC #

Social Security No. _____

NAME _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

PHONE _____

Riding Class: Beg Nov Am Ex Jr. Senior Women Mini Age _____

Make & Size of Bike _____ 3 Wheel S/H _____

Club _____ (and or) Shop _____

SIGNED _____ Date _____
(I have read & agree to all the above)

PARENT'S APPROVAL _____ (required if entrant under 18)



Sept. 11
CRC Motocross
Marty Smith Track

714-581-6400

AME Membership required \$8
1st & 3rd Saturday Nights
Sprockets Park, Bakersfield
Post entry only \$8 Sportsmen \$12 Pros
2nd & 4th Sundays
Indian Dunes
Sportsmen \$8 mail — \$10 post
Pros \$12 mail — \$15 post
Every Friday Night
Indian Dunes
Post entry only \$7 Sportsmen \$10 Pros
AME #1 for the year
125 Pro — 250 Pro — 500 Pro
receives a \$500 cash prize
& top points Pro receives an
additional \$500 cash prize
AME
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**California
State
National
Championship Enduro**

Oct. 2nd, 1977

See calendar section for details

FREE LISTING

Event date	Event sanction	Event type
Location		
How to get there		
Classes	Purse	Entry fee
Mailing address		
Other info		
Your name	Phone number for info	

Listings must be received by noon Thursday
to be included in the following week's Cycle
News. No listings can be accepted by phone.
Please include a phone number for
additional information. Mail the completed
blank to Cycle News Calendar, Box 498,
Long Beach, CA 90801.

CALENDAR

WANT ADS

Help Wanted

Mechanic wanted

Experienced only. Contact Triumph of No. Hollywood, 5626 Tujunga Ave., North Hollywood, Calif. 91601. (33/TFN)

Honda mechanic

Experience necessary. Year round employment. Insurance benefits, paid holidays. Contact Hacienda Heights Honda, 507 N. Azusa Ave., La Puente, Calif. 91744. (36/2x)

Partsman or partsgirl

For Suzuki & BMW, immediately opening for experienced only. Top pay for top person. Please apply in person. Suzuki West, 8941 E. Valley Blvd., Rosemead, Calif. 91770. (36/TFN)

Honda parts manager

Position open for service writer too. 5 days a week Tues.-Sat. 9 a.m. to 6 p.m. Experienced preferred. Call (714) 492-6741. (36)

Mechanic

Suzuki & BMW immediate opening. Must be experienced. Good pay for right man. Apply in person. Suzuki West, 8941 E. Valley Blvd., Rosemead, Calif. 91770. (36/TFN).

Service manager

Experienced preferred, 6 day week, paid holidays, vacations, insurance benefits. Contact Hacienda Heights Honda, 507 N. Azusa Ave., La Puente, Calif. 91744. (36/2x)

NEW SUZUKI DEALER — Santa Clarita Valley — needs top service mgr./mechanic — min. 2 yrs. shop exp. — top pay & benefits. 5 day week — excellent working condition. (805) 259-8925. (36)

Mechanic-wanted-partsperson

Experienced Yamaha mechanic must know complete Yamaha line and have tools. Good commission — experienced partsperson. Friendly shop, 5 days a week. Call Tom (213) 240-2230. (35/2x)

Suzuki service manager and mechanic wanted

San Diego area, salary negotiable, ins. benefits. Call between 5-9 p.m. (714) 449-5065. (35/2x)

Wanted experience Honda service writer

Experienced in Honda warranty and customer relationship. Apply at Ontario Honda, 1170 W. Holt, Ontario, Calif. Contact Alan (714) 983-0695 or (213) 331-7115. (30/TFN)

Wanted

Experienced, full time Yamaha parts man. Also part time salesman. Good benefits. Call (213) 635-8058. (32/TFN)

Yamaha parts man

Must have minimum 1 year counter experience. South Bay area. Call Marv (213) 534-2311. (35/2x)

Wanted

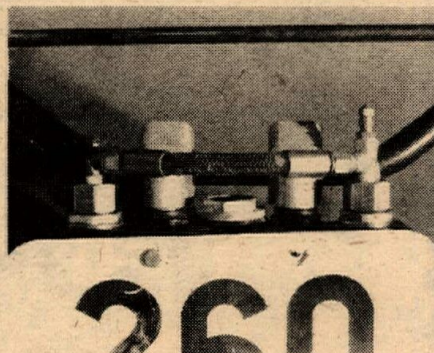
Service manager and Yamaha and H-D mechanics, experience necessary. Call Dale's Modern Cycle (714) 884-6464. 225 E. Base Line, San Bernardino, Calif. 92410. (34/4x)

Suzuki service manager needed

Minimum 3 years experience. Salary open. Send resume or contact Orange County Suzuki, 1995 Harbor Blvd., Costa Mesa, Calif. 92627. (32/TFN)

Wanted experienced Honda mech.

3 years experience on Hondas, commission, large quantity of work for fast mechanic. Contact Ontario Honda, 1170 Holt, Ontario, CA. (714) 983-0695 or (213) 331-7115. (29/TFN)



Fork Crossover

The ultimate in tuned suspension — eliminates fork flexing from uneven oil volumes & air pressures — automatically equalize. Lightweight aircraft fittings — used with spring/oil, air/oil, or spring/air/oil. \$19.95. Dealer/distributor program available. Creative Dimensions, 268 Newport Ave., #A, Long Beach, CA 90803. (213) 438-7368. (35/2x)

TRADE '76, 370 Bultaco Frontera (brand new, not even ridden) for a '77 Suzuki 125 RMB. WANTED: 125 Honda Elsinore forks. (916) 483-4508. (36)

Wanted 125 Elsinore forks

or Craig Smith call me back about forks you were going to sell me, lost your number. Kevin (916) 483-4508. (36)

Truck tires

9.50x16.5 Goodyear Hi-Milers, set of 4, mounted on 77 Ford wheels. Less than 8,000 miles. \$225.00. (213) 373-4579. (36)

Yamaha YZD '77 1/2 WFO

Excellent cond., raced once! Must sell this week! \$1,115 or best. Also Ken Zahrt replica MK 9 250 sario. Must see to app. \$750.00. (213) 767-8713. (36)

1977 Maico 250

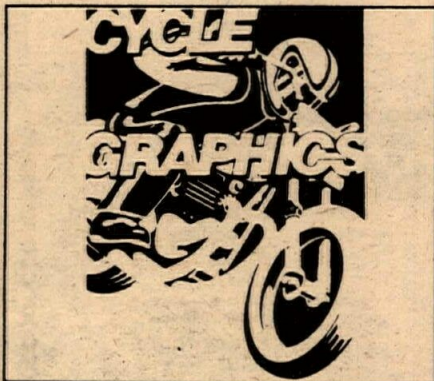
Only ridden four times. Like new, comes with Pomeroy leathers, also like new, size 32. Must see. \$1500 or best. Simi Valley (805) 527-3115. (36)

'76 1/2 KTM 175 enduro

Works Performance shocks — low mileage, original enduro equipment, \$750. (213) 478-3306 or (213) 477-9726. (36/2x)

TZ350B street bike

Professionally installed in RD400C chassis. 38mm Mikunis, electronic ignition, Vesco seat, fairing, and pipes, mags, K81 Dunlops, Rocky rear-sets, liquid-cooled. (405) 256-8664. (35/2x)



NEED ARTWORK FOR LOGOS, Biz cards, T-shirts, posters, catalog covers, or whatever? Professional quality graphics & illustration done to your specs, at reasonable cost. Contact Dave Destler at... (213) 348-9679 or write: 22171 Parthenia St., Canoga Pk., CA 91304. (35/3x)

'76 YAMAHA 400 ENDURO, excellent condition, \$825. '76 CAN-AM 175 enduro, like new, low miles, excellent, \$775. (213) 833-1115. (36)

Mike Follmer 2C...

is selling the finest 1976 AW250 Maico in existence. Gas Konis, Sun rims, HD spokes, w/S pipe & pegs, custom alloy tank, trick forks, Andres bars, extra pipe & tank. You MUST see this bike. \$895.00. (213) 795-2711. (36)

1975 YAMAHA RD 350, 3,000 miles, K-81's, Boges, \$535.00. (714) 998-0683. (36)

'77 1/2 KTM 250 MC5 G.P.

Perfect condition, Fox Air Shox, big spokes, Fox spring-air fork kit, blueprinted ports, for serious MX racers only. \$1,500.00. (714) 637-4817. (36)

'75 TA125 factory racer

Brand new! Never been run. Call or write: Yamaha of Hawaii, 3103 No. Nimitz Hwy., Honolulu, Hawaii 96819. (808) 847-0221. (36)

'75 Husky 360 G.P.

One year old, Works Perf. shocks, Mikuni carb., Fox kit, more. \$800.00. (714) 452-0446. (36)

Custom-fit racing rearsets

To your size & riding position. Barnett cable replaces brake rod. Aircraft construction. Satisfactor guaranteed. \$60 & up. Starbiker. (213) 823-8528. (36/4x)

Trailer Smuggler 1973

Self-contained, 18 ft., excellent cond., AM/FM, 8T radio. \$2500. (213) 765-4238. (36)

Racing minis XR 75 & RM 80

New stock RM 80 asking \$425.00. XR 80 monoshock, 5 speed transmission, top end kit, 83cc, piston, asking \$400.00. Must see bikes, good deal. Call between 5:00 & 9:00. Must sell. (714) 622-8613. (36)

FULL T&M PRO 125 HONDA. Pro barrel, radial head, 32 Mikuni, new frame, new engine, T&M swingarm, big chain kit, new tank. \$650 or best offer. (714) 539-4886. (36)

'77 RM 250B

Showroom condition, excellent shape. No dings or dents and absolutely no bull! Steal this from me for \$800.00. Ask for Ralph (213) 780-0884. (36)

'77 Yamaha YZD 400

Like new, ridden very little, Phase 2, Magura levers, \$1,200. (714) 637-3792. (36)

1973 YAM 100 ENDURO, very clean, \$300 firm. (714) 528-6751. (36)

1973 HONDA 175 ENDURO, best offer. Call after six (213) 966-2275. (36)

Trackmaster frame

550 Yamaha, mounting eqv. rear axle shocks, TT & 1/2 mile pegs & brake pedals, seat & rear fenders. Days (805) 763-1759, Nites (805) 765-4519. (36)

Yamaha, Ossa, Penton

Yamaha 250 Trackmaster, all the good stuff, \$1095.00. Ossa 250 with Champion frame, Kennedy wheels, etc., \$1195.00. Penton 250 with Dallas Baker frame, Kennedy wheels, \$1495.00. Can ship anywhere, call (316) 265-1664 or (316) 265-2013. (35/2x)

Jawa Speedway DT500

Brand new, never fired, limited supply. Priced below dealer cost. Excellent opportunity to purchase a spare and/or parts bike. United Motor Sales, 1092 W. 4th St., Mansfield, OH 44906. (419) 529-8888. (35/2x)



Dual engine drag bike

Two 500cc Suzuki motors, Rightmyer frame, Airhart disc brakes, Racemaster, Avon tires, Uniroyal Phas II gimler primary, Brown fairing, etc. Ready to run with spare parts & trailer. \$1900 or B.O. (714) 523-7824. (36)

For sale

Motorcycle shop, 6 franchises, parts & accessories, shop tools. Redmond, Ore. (503) 548-5912. (36/2x)

13 ft. fiberglass sailboat (1975)

Main sail, jib. Must sell, \$425. Call Debbie day (213) 427-7433, nites (213) 592-5234. (36/TFN)

'72 HUSKY CR 250, (MIKKOLA PROTOTYPE) 5 spd., new condition, \$650.00. '69 Yamaha DS6C twin, clean, & reliable transportation, \$300.00. (805) 466-0678. (36)

PUCH MOTORCYCLE PARTS. Over \$600.00 worth for 125-175 models. Make offer. Call (213) 477-0997 or (213) 473-7996. (36)

Own your own bike shop

In North Orange County. Very reasonably priced. Call for details. (213) 943-7124 or (714) 897-2711. (36)

'73 Maico 400cc 4 spd.

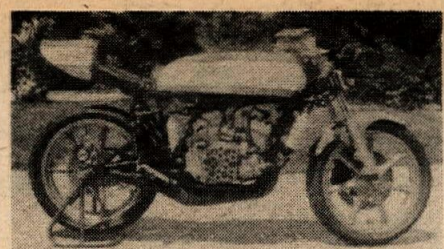
Oldtimer's bike. Mint condition. 8 1/2 in. front & rear done by Wheelsmith. Must sell, \$450.00. New chain-sprockets-fenders, 2 tanks. (213) 692-2455 or (714) 630-4544. (36)

For speedway only, best deal

No BULLSHIT. This showroom perfect, 1975 — chome Hagon framed J.A.P. RACE READY, IS FOR SALE. Best bid over \$650.00. Xtras. Scott (213) 927-8175. (36/2x)

'75 Maico 250

Stored since Nov. '75. Ex. condition, air forks, laid-down Bilsteins, clean, extras. \$750.00. Must sell. After 5 p.m. (213) 323-2298. (35/2x)



TZ250D Riverside Nat. practices

Mags, Lockheed caliper, Krober tach, Lectron carburetors, brand new motor. Must sell before Nat. Must have definite buyer before. Also practices on 8-30-77 at Riverside before Nat. Info Mr. Al's (714) 635-8522, bike (714) 534-7678. (36)

'77 AW 250 Maico

Wheelsmith high pipe, Curtumt shocks, works fork kit, perfect cond., 6 mo. old. (714) 768-4464. (36)

'75 Yamaha 400 mono

with 3 month old 76 motor, \$675.00. (213) 923-7807 or (213) 927-3393. (36)

'76 Yamaha YZ400

Two tanks, Metzeler, Inter-Am, Trapp, K&N, \$850.00. (805) 527-9986. (36)

'70 Husky 360

Good condition, new tires, 8 speed, very clean, \$250 make offer. (714) 436-9308. (36)

CR250M new, \$450

Bought new in Oct. '76 — accessories included. After 5:00 (213) 344-0618. (36)

1975 Husky 360 GP

Very clean, well maintained. Must sell. Bob (213) 545-8118. (36)

'75 Kaw KX400

Very good cond. — well maintained — new rings. 3 1/2 gal. plastic tank — skid plate — Kayaba susp. — desert sled or MX tractor. \$600.00 or offer. (213) 579-2724. (36)

'76 1/2, 250 KTM GP

Mint condition, raced once, Terry cables, C.C. chain tensioner, spring loaded footpegs, extras, \$1250.00. Evenings (415) 828-2129. (36)

TZ 250 RR

New fairing, fresh motor, Konis, Fontana brakes, Carruthers pipes and spares. Call between 10:00 a.m. and 5:00 p.m. (918) 932-1558. (36)

Free sex

is unattainable. But buy this factory ported '76, 175 GP Husky with 10" and get a fast thrill for only \$795. (213) 376-6263 or (213) 374-0015. (36)

'75 Husky 175 GP

Many extras, good condition. \$525.00/best offer. (213) 328-2970. (36)

'77 Suzuki RM250B

Absolutely perfect condition, plastic tank, Fox air-spring forks, trick fenders, new D.I.D. front rim and 8-gauge spokes. Only \$900.00. Call Ernie (213) 851-5257. (36)

Going out for business

Must sell new KX125 & KX250 Kawasakis and 250 CZ End. Priced too low to advertise. Please call (213) 287-6160. (36/4x)

"Be a Phantom rider for \$795"

'77 Ossa GP II 250, Metzeler, Fox Shox, etc. Reason for sale — buying a new Ossa GP III. Call Fulton (213) 264-5400, will deliver. & (714) 599-8146. (36)

RICKMAN • RICKMAN • RICKMAN!

WE have ALL 125 Zundapp and 250 Montesa parts, plus early Mk III and Mk IV Metisse items. Giant inventory. Jack Byers, Target Products, 2724 W. Main., Alhambra, CA 91801. (213) 284-3238. (27/TFN)

Champion 250 Can-Am

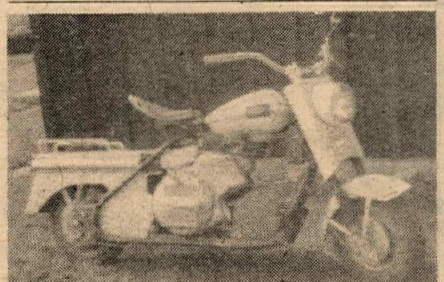
Red Line factory Can-Am. Fast, dependable, only 2 races. Must sell, going back to school. Days — (501) 664-4711, nights — (501) 565-2012. (33/4x)

Smuggler

Trailer, 22', 1974, self contained, xint. condition, x-tras, \$4700. (714) 492-4877. (36)

1975 1/2 Maico 450

Ridden little, stored lots, \$600. Call before 9:00 a.m. (213) 841-2192. (36)



'66 Cushman Super Eagle

Looks, runs like new, approximately 1200 miles (stored 9 years), electric start, \$550. Paul Stanton, 122 Birch, Hamilton, Montana 59840. (406) 363-5468. (36)

This is the perfect wife bike

'75 Honda TL 125 with Powerall kit to 175cc. (213) 264-5400 or (714) 599-8146. (36)

Two Triumphs, \$700

'68 Tiger 500, good condition. '66, 500 frame, wheels, with engine in a box. Many extra parts. \$700 takes both. Evenings (213) 839-7327. (36)

Super dependable

1968 DT-1, 250cc Yamaha — dirt only. Some modifications, \$250.00. Call (213) 285-8828 after 6 p.m. (36)

'76, 250 YZ Yamaha

MX-2 Champion frame, Wheelsmith alloy tank, custom pipe, long travel Betor forks, much more. Must see to appreciate. \$895.00. Ask for Rick (714) 536-2168. (36)

Shocked!

1 pair of Works Performance shocks. Only ten hours of use. Came off of laid down KTM, \$85.00. Ask for Tom (714) 893-4857. (36)

'72, 250 CZ. ALL PLASTIC parts, forward mounted Boges, 75 front end. Will sell complete for \$250.00 or best or parts separately. (213) 337-1346. (36)

SUZUKI RM 80, very fast, like new cond. \$350. (213) 336-8618. (36)

'75 Yamaha 400, dad's bike

Long travel forks & monoshock, \$650.00. (714) 365-9272. (36)

'76 RM250

Excellent condition, \$750/offer. Call Fred (714) 283-2486. (36)

'76 YZ 400C Yamaha

Good condition — extras, \$875. (213) 427-1579. (36)

FOX SHOCKS, brand new with remotes and 3 sets of springs. 15 1/2" long, \$150.00. Call 6-7:30 p.m. (213) 443-6737. (36)

YZ 250C, clean, like new, \$700.00 takes it. After 6 p.m. (714) 528-8684. (36)

David Wayne Arnold

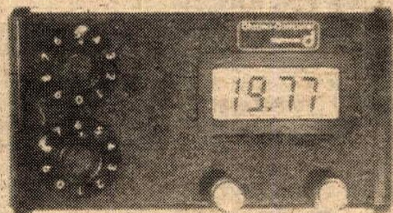
Sure glad you're home!
Love ya, "Peabody" (213) 341-7029. (36)

Motorcycle trailers

2, 3, or 4 rail. Big wheels, springs and shocks. \$275.00. (213) 630-3799 or (213) 862-8601. (32/TFN)

1975 Hodaka Combat Wombat

Great for wife, son or beginner. Ex-wife's bike, Boge, alum. bars, Pettys, just tuned — super clean — 125cc, \$300. (213) 736-5213 or (213) 881-1457. (35/2x)



Digitronics enduro computer

New standard model CC-4 makes it easier to zero those checkpoints. Average speed selectable from 0 to 99 MPH. Quartz time base assures accuracy. Bright Liquid Crystal Display. Fast forward option available for \$10 extra. Introductory price good till Sept. 15. \$139.95. Order from your dealer or direct from Digitronics, 7251 G Garden Grove Blvd., Garden Grove, CA 92641. (714) 894-1611. (36)

Yamaha TR3 road racer

250, new cylinders, piston. Also new 350 barrels, pistons, hardware. Spare used 250, 350 cylinders, etc. Vesco fairing, assorted spares, not run since total rebuild, immaculate. \$1300, offers. Evenings, ask for Rick (214) 348-6004. (36/4x)

1976 KTM 125 MC5

Lectron carb., alum. side panels, S&W rear shocks, like new, hardly ridden, excellent cond. \$1,225. (415) 351-7104. (36)

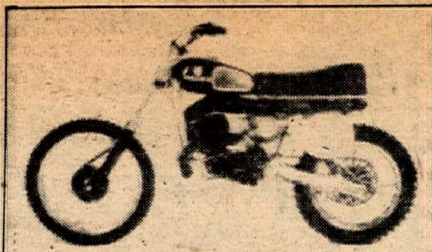
'76 1/2 Yamaha 125C

Perfect condition, not ridden much, quick, laydown shocks, new Metzeler rear, \$550. Home (213) 534-2972, work (213) 639-3402. (36)



Russ Darnell MX School

5 DAY CAMPS. Aug. 15-19, McMinnville, Ore., Aug. 22-26th at Saddleback. Aug. 22-26th Donner Ski Ranch. 2 DAY SCHOOLS. Aug. 10 & 11th, Hollister, Calif. Sept. 5 & 6th, Indian Dunes. (213) 249-5032 or (213) 367-1722. (30/TFN)



Now in stock 1977 models 250 CR Husky, 250 VB Montesa

WE also stock all parts & service for Husky, Montesa, Hodaka, and Puch Mopeds. Mission Hills M/C, Sepulveda, CA. (213) 785-4289. (27/TFN)

Montesa 125 — \$200

Hardly ridden, not used in two years, excellent cond., many extras. This is a steal at \$200. (714) 846-3487. (36)

CR125 parts

Front and rear wheels, \$50 each. Complete engines less barrels, \$135 each. T&M swingarm, \$75. Much, much more. Will ship. If you need any CR parts, call, I probably have them. (714) 846-3487. (36)

'77 KTM 175

Ridden very little, curnutt shocks, H.D. spokes, skid plate. (213) 567-7736. (36)

Trade: '77, 400 KTM for 250

KTM or Husky. Call 8:00 to 5:30 (213) 567-7736, after 5:30 (213) 923-7684. (36)

5 bike trailer

Aragon's best, built with channel steel, mag wheels, new tires. A great trailer, \$350. (213) 240-7758. (36)

Classic British Spares and Cycles

We offer complete maintenance and
90 day restoration service
Painting, metalwork, tuning & engine rebuilding.

We are now hiring British mechanics. Experienced enthusiasts please! **SYMOND'S CYCLES**, 5221 Laurel Canyon, North Hollywood (213) 762-6368. (20/TFN)

World's lowest prices

Leading axel Marzocchi front fork ass'ys. Will adapt to most bikes. Aluminum, \$164.95; magnesium, \$199.95. Performance Distributing, Inc., 5276 Valley Industrial Boulevard South, Shapokee, Minnesota 55379. 1-(612) 890-5541. (32/6x)

Great deals, quit riding

250 Montesa V-75, new forks, shocks, up pipe, very trick, runs perf. \$500.00. 1975, 125 Suz., many extras, \$400.00. Both bikes new cond. Bike trailer, \$100.00. (213) 866-9548. (36)

For sale: Rapid YZ 125C

Air spring forks, trick filters, new bars, FMF bushings & more. Never raced, barely ridden, like new. \$625.00. After 5 p.m. (213) 457-3229. (36)

'76 YAMAHA 400 monoshock, very few miles, like new, \$825. Day (213) 598-9795, eve. (213) 596-0886. (36)

'74 SUZUKI 250cc. 2 TANKS, GAS CURNUTTS, altered swingarm, \$450.00 or best. (714) 628-3184. (36)

Elsinore

CR125 — very trick, very clean, much too many extras to list. Ask for Dean — \$500. (714) 826-6132. (36)

'76 KTM 400 enduro

Desert tank, full enduro equip., very clean, very trick, never had the head off. Must sell, \$900.00. (714) 755-4653. (36)

650 BSA ENGINE is apart but complete, Trackmaster frame, Barnett clutch, lvo chain, mag, extras, 2 complete heads with valves, 2 barrels, wheels & tires & engine parts. \$475.00. (702) 329-0590. (36/2x)

Wanted Maico internal rotary

Radial engine, cam must be in good condition. (805) 964-6454 days. (36)

'77 RM250B

Fox fork kit, S&W shocks, excellent condition, \$800. (213) 338-4037 or (213) 339-2259. (36)

'72, 350 Honda 1A cond., \$425

Street bike, super cared-for, new tire, seal, and battery. (213) 576-2536. (36/2x)

'77 RM 250, like new, extras, never raced, \$1,000 offer. (213) 894-0858. (36)

750 CHAMPION YAMAHA. Super fast race bike, made over 100 Junior points with A.M.A. Many extras. Call (505) 988-4210. (36)

1975 KTM 250 super buy

Excellent cross country/trail/enduro bike. Well cared for, nice set up — gas Curnutts, Sun rims, two tanks, etc. Only ridden in enduros — not desert raced. (213) 457-4286. (36)

Yamaha '72, 360 on/off, \$495.00

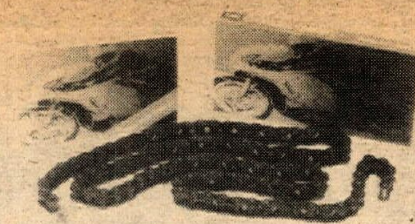
Low miles. (213) 360-8700 after 6 p.m. (36/2x)

1976 RD400 Yam.

Extensive roadrace modifications, engine and pipes by Jerry Burak, 34 Amals, SW's, Tomaselli, many TZ350 parts tank, seat, fender, etc. PZ2's, fully lighted, quiet, licensed, 115 + quarter. Call before 9:00 a.m. (213) 841-2192. (36)

'77 Honda CR 125 Elsinore

S&W shocks, Moto-Tek, CDI, never raced, \$625 OBO. (213) 822-8157. (36)



Malcolm Smith has Tsubaki

Chain now in stock! And says it is the very best chain for the price. See your local dealer who carries Malcolm Smith Racing Products. (35/2x)

'75 Yamaha 400 mono

Perf. cond., new rubber, chain, top end, skid plate, mono mod., Terry kit, Super Trapp, strong and straight — save \$795.00. (213) 240-7758. (36)

The original Hon-Zuki

Featured in CYCLE WORLD Mag. Suz. RM370 modified by C&J to accept XL-350 eng. Very sano & trick. Works Perf. FR&RR, Pro-fab alum. swingarm, DID's X-4 lacing, 4-gal. tank, VDO speedo, 2 KC quartz headlights, Maguras & lots more. EVERYTHING minus engine. Drop in your XL thumper and own the ultimate one-of-a-kind off-roader. \$1400 invested. \$1095 or reasonable offer. (714) 598-5350 aft. 8 pm. (36/2x)

Cafe, super street racer

For sale 1975 Honda Super Sport, 810cc Yoshimura engine and exhaust, Morris mags. Great condition, very fast, \$1,850. Call after 6 p.m. Mike (213) 863-1662. (36)

Forks-enduro pacer

75 Betor forks 33" long, 7 1/2 travel, new seals, air caps, two sets dampers, best offer over \$70.00. '74 Elsinore 250 forks, best offer over \$40.00. Digitronics, any speed to 37. Has fast forward extra, \$90.00. (213) 676-3386. (36)

'57 GOLD STAR, \$400. MATCHLESS G2 stock classic 250 single, \$400. Rickman Westlake 500 single, \$500. Trackmaster Honda 350, very fast, \$750. (213) 843-5723, eve. (805) 259-0790. (36)

'76 Yamaha RD 400, \$900

Excellent condition, 5,500 miles, BASSANI PIPES, never dropped, better than new at \$400 cheaper. Must see and ride. (213) 598-1930. (36)

RICKMAN TRIUMPH Metisse, TR6C on/off, \$700.00. Call (213) 382-9793 evenings. (36)

360 Husky

1971, excellent condition, very dependable. Fork kit, reed valve, etc., plus spares. Desert or trail ready. Call before 3 p.m. \$575.00 OBO. (213) 836-3264. (36)

Mint condition, mint 400

1975 Penton/KTM, excellent condition, many extras for Moto/X, desert or enduro. Must see, \$750. (213) 358-3521. (36)

'76 KTM 400 MC5

Factory Works bike, 14 hrs. on balanced & blueprinted motor, Fox shocks, 8 gauge spokes, X 4 pattern, over \$4000 invested, \$1500. Aft. 5:30 p.m. (714) 747-3120. (36)

'76 RM250 Suzuki, \$645 trick

9 1/2" travel — Terry fork kit, remote reservoir shocks, Stage 3 porting — milled head. Tony D fender, 905 Yokohama, much more — must see! (213) 337-8743. (36)

'77 Yamaha 250D & 125D

Injury forces me to sell. Both in excellent condition — 250D, \$1175. 125D, \$750. Extras & spare parts. (213) 695-3688. (36)

'74 Yamaha SC500

Good condition, fast and reliable, extras too numerous to mention. \$450.00 or trade for trials bike of equal value. (213) 695-4203. (36)

'77 CR 125 Elsinore

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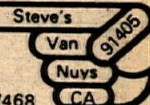
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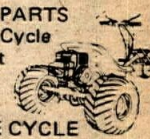
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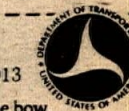
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